UNIVERSITY
OF FLORIDA
LIBRARIES

1853

D 208, 3: 969/624-635

Digitized by the Internet Archive
in 2015

https://archive.org/details/allhands6246unit

ALL HANDS

AU OF NAVAL PERSONNEL CAREER PUBLICATION

D208.3:
6 2 4

UNIV OF FLORIDA LIBS.
DOCUMENTS
DEPARTMENT
U.S. DEPOSITORY

59.05
A416

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

JANUARY 1969

University of Florida
1853

A M 18. 18.7.9.2

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1969 Nav-Pers-O NUMBER 624

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

World Travelers on the Job 2
Assistant SecNav for Manpower and Reserve:
"A Challenging Career . . . Varied Opportunities" 6
Special Delivery for an Arctic Volcano 7
Assignment in the Tropics—Ngatik, Lukunor, Ruo, Fananu 9
This Duty Is for the Birds 12
Safari in Africa 15
Interview with MCPON: Report on the High SEAs 16
USS Platte: "We're No. 1" 20
LSE Trainee Wins His Yellow Shirt 22
Store Ship: Life in *USS Alstede* 24
LCU 1628—"A Link in Navy's Lifeline" 26
Shipboard Experiment: The DC Department 27
PACV: One-third Copter, One-third Plane, One-third Boat 28

Departments

Servicescope: News of Other Services and Agencies 30
Today's Navy 36
Letters to the Editor 44
Decorations and Citations 62

Special Feature

Navy New Year Logs 32

Bulletin Board

Roundup on Vietnam Rotation for Seabees 50
Cool Hard Cash for Bright Ideas 53
NSD Philadelphia: It Supplies Printed Guidelines 54
GI Bill Is Changed 55
Duty in Wacca Pilatka (Also Known as NAS Jax) 56
Chances for Advancement May Be Better Than Ever 59
Senior and Master CPO Promotions 60
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: PROUD PAINTERS—Painting the Battle Efficiency "E" award on their ship is a kind of shipboard painting a sailor doesn't mind. So it is with Seaman Raymond E. Young, with brush, and Storekeeper 3rd Class Robert A. Crowder as they paint the big "E" on the bulkhead of their ship, USS Douglas H. Fox (DD 779).—Photo by Claude V. Sneed, Photographers Mate 2nd Class, USN.

• AT LEFT: SWAPPING SHIPS—Radarman 2nd Class Jay Pittman (rt.) helps Radarman 2nd Class Richard Morris pack his bags as the two trade ships at Pearl Harbor. Petty Officer Pittman had served two years aboard USS PHILIP (DD 498) before switching places with Petty Officer Morris aboard USS FLETCHER (DD 445).

HANDS The Bureau of Naval Personnel Career ation, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

NAVY LIFE—Photo above: USS Coral Sea (CVA 43) enters port after earlier cruise. Below right: Navy junk offloads medical supplies at Vietnam village.

WORLD TRAVELERS ON THE JOB

THE STRONG INTEREST shown by people in seeing what's going on elsewhere in the world is a well-established human trait. Most of us are prevented from enjoying this experience as much as we would like, first of all by the restrictions of our jobs; and second, by the cost.

Not so the Navyman. His work takes him everywhere. And the opportunity to travel, while at work and on leave, continues to be one of the biggest drawing cards of a Navy career.

U. S. bluejackets can be found in almost every corner of the seven seas and on the seven continents. Some may be sailing into an equatorial sunset, others working their way through snow and ice 14,000 feet thick in Antarctica.

A newly enlisted Navyman could look forward to any of several interesting travel possibilities, as demonstrated in various articles in this issue of ALL HANDS. For example, his ship might be pulling into Mombassa, Kenya, and he could find himself on an African safari, staying overnight in the shadow of Mount Kilimanjaro, as the men of USS *Claud Jones* (DE 1033) did recently (see page 15).

If he heads for Pacific waters, maybe he'll be fortunate enough to be part of a census-taking party, tropical island-hopping in the Eastern Carolines, like the crew of USS *San Joaquin County* (LST 1122) (page 8).

Or maybe he'll drop mail to a lonely party on icy Jan Mayen Island, in the Norwegian Sea (page 7).

Wherever his Navy career takes him, he can be sure that, more than most people, he will have seen some of his world. The collection of short items below serves to illustrate the fact that Navymen can be found in a multitude of places, engaged in many different activities.

Antarctica

DOWN AT MCMURDO STATION, Antarctica, Chief Aviation Storekeeper Daniel Brienzi, one of the original class members of Operation Deep Freeze, has returned to his polar alma mater for graduate work. Once again he is located at what has become a full-fledged university on Ross Island.

More than 13 years ago, Chief

Tom.
GULD BARRE
sin vægt værd...

TRAVELING MEN—Air Controlman 1st Class Robert Wylie controls aircraft from Sangley Point tower near Manila. Above center: Touring Navyman buys postcard in Denmark. Below center: Navymen in the Antarctic sun. Above right: Hawaiian dancers greet Navymen aboard USS Frontier (AD 25) during visit to Hilo.

Brienzi, the first enlisted man in Air Development Squadron Six (VX 6), arrived at McMurdo for the first time. With others of Deep Freeze I aboard USS *Glacier* (then AGB 4), he helped build the first structures on these windy slopes.

Compared to Antarctic life in those days, current conditions are closer to being civilized. Certainly the curriculum is more sophisticated.

In 1955 the "students" took up residence in two-man tents heated by portable stoves. Their meals of powdered and dried rations may not seem inviting today, but mess call was welcomed then as it is now.

Travel to McMurdo in those days was also minimal. History was made, for example, when three planes flew from New Zealand to McMurdo in 14 hours and 30 minutes. Today, *Super Constellations* and *Hercules* aircraft shuttle men and supplies almost daily over the same 2400-mile pipeline.

After leaving the ice runway at Williams Field, new arrivals are bussed five miles across the ice shelf to their accommodations at McMurdo. Present living quarters consist of quonset and square, wooden huts. A two-story, corrugated steel building capable of housing the 200-plus wintering-over party for next year is scheduled for completion later this season.

The food has improved considerably, with storage areas for canned and frozen foods and weekly flights bringing in fresh produce from New Zealand.

Since 1962, a nuclear power station has been producing electricity for this small frontier town 800 miles from the South Pole. Also, through the power of the atom, a large quantity of salt water can be distilled daily.

Improvements notwithstanding Chief Brienzi finds life at McMurdo still rigorous. Despite the station's distillation capability snow must be mixed and fed into melters to meet McMurdo's water demands. Indoor plumbing blesses few structures other than the galley, dispensary and photo lab.

Moreover, nature still reigns supreme. The weather can change within hours and shut down all activity. Aircraft taking off from New Zealand may have to turn around halfway and return because of conditions at Williams Field.

Chief Brienzi notes changes also in the squadron's mission. VX 6 duties with Deep Freeze include photo mapping, maintaining parachute team, and providing the only method of supply to the inland stations. The squadron's four H-34D helicopters make several trips a day to take scientists out into the field.

And, of course, Chief Brienzi has changed, too. When he arrived in 1955, he was a cargohandler; now he is Chief Career Counselor to the 328 enlisted men assigned to the Antarctic Air Squadron.

Sicily

IN A SPONTANEOUS show of appreciation, the Italian national anthem was nearly drowned out by applause for those who were playing it. The band was from the carrier USS *Forrestal* (CVA 59), and the appreciative audience was made up of nearly two-thirds of the population of Giardini, Sicily.

Giardini is a small town that clings to a narrow patch of rugged coastline in the shadow of Mt. Etna, Europe's largest active volcano. The *Forrestal* band was playing in the town square.

PALMS TO SKYSCRAPERS—USS Claude V. Ricketts (DLG 5) leaves part of New York as skyscrapers form backdrop. Above: USS Harry E. Hubbard (DD 748) underway in tropical waters as evidenced by palm tree frame. Below: Welder makes repairs.

Early this year the Mayor of Giardini wrote to the Sixth Fleet commander and requested that a U. S. Navy ship be sent to participate in the town's annual festival honoring its patron saint. Sixth Fleet complied by sending the destroyer USS *Moale* (DD 693), and as a special gesture to the people of Giardini, the *Forrestal* band came along.

Two days after they arrived, the bandsmen were invited to play a concert in the town square as part of the festival. Following the two national anthems, the band swung into their repertoire of big band, popular, jazz and even some Italian songs. During a break in the concert, five of the musicians pulled double duty by forming a jazz combo.

The concert ended at midnight, after three hours of solid entertainment. The band was honored at the finish by a rousing ovation from the audience, many of whom said the Navy band's performance was the highlight of the town's festival.

Japan

SASEBO, on the southernmost island of Japan, is the home of Commander Fleet Activities, and welcomes many ships for routine maintenance and for crew rest and recreation.

While the ships are being serviced the crews of the visiting carriers, destroyers, and service ships take a deserved rest. Many will enjoy the facilities offered by the well-equipped special services department on the base, but most want to get out and get a taste of recreation Japanese-style.

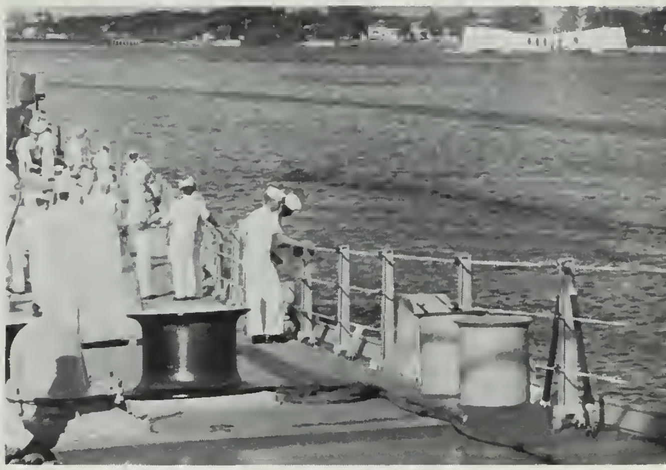
Organized tours, both local and distant, are popular. The beautiful channels, coves and inlets of the 99 islands and the Saikai Bridge, the longest steel span in the Far East and third largest in the world, can be seen by ferry.

Within easy reach are tea and rice growing centers, the hot spring baths, panoramic waterfalls, recreation centers, lovely beaches, aquariums, and zoos. Arita, only 15 miles from Sasebo, is the largest and oldest center in Japan for gold Imari wear and porcelain china.

Overnight tours, whether by bus or train, usually end up at a delightful Ryokan, a small Japanese hotel. Shoes come off at the entrance, of course, and visitors are greeted with tea and cookies. An early bath is prepared, and a cotton kimono is furnished to be worn until the visitor is ready to leave.

The meals will probably be a popular Japanese menu enjoyed by visitors, and a Western breakfast of ham and eggs. A strictly Japanese meal can always be requested and usually is a taste treat for those who want to go native.

After dinner, a walk around the hotel or resort grounds in kimono and wooden clogs is in order. There are always areas in the hotel which sell souvenirs for visitors. On returning to the room, guests will find their beds prepared (usually a foam mattress spread on the floor), and there is hot water in a thermos for making that last cup of tea. A narrow veranda at one end of the room furnished with table and chairs offers the opportunity to just relax and enjoy the view from the window before retiring.



ON PARADE—Navymen enjoy military band on parade in London. Rt: Navy ship enters a historic port.

For the best in recreational tours, and the experience of seeing Japan and enjoying its people, Sasebo is the place.

Greece

CENTURIES AGO Alexander the Great named the Greek town of Kavalla, meaning "a good ride." After more than 20 days at sea, a good ride is what three ships of the Sixth Fleet could also exclaim after their visit to Kavalla.

Destroyers USS *Robert A. Owens* (DD 827), *Waldron* (DD 699) and *Basilone* (DD 824) slipped into this seacoast city recently for a seven-day visit.

The three captains exchanged visits with the provincial governor, the mayor, the local bishop, and other dignitaries, while the crewmen distributed gifts to two orphanages, a nursery school, and the local hospital. Twenty five craftsmen from the ships donated their skills to the painting and repair of two houses of poor families. *Basilone* hosted a ship's party for 30 orphans with such things as cartoons and refreshments.

The sailors occupied themselves with the sampling of local food, purchasing Grecian wares and touring the ruins of ancient Philippi, where the Christian missionary St. Paul claimed his first European convert.

Open house was held for the public, and the *Waldron* band provided music. The city gave a reception for the ships' officers at City Hall during which the town band gave a concert. The people of Kavalla, renowned for exports of tobacco, fish, and marble, made the U. S. Navy the recipient of their latest export—goodwill.

South Vietnam

"MOI CAC ANH DI AN." Freely translated, it means "You brothers are invited to dinner."

For four U. S. Navymen, that invitation was an indication of acceptance they had been seeking for over seven months.

A Vietnamese village chief had invited them to a community dinner celebration. They are now part of the village.

The four sailors comprise a Navy Village Assistance Team (VAT). They have been living and working six miles south of Da Nang in the fishing village of Nam Tho. Their mission is to assist the fishermen in any way possible.

They built their own home near the middle of the village. It lacks plumbing and their drinking water has to be carried in from a nearby base. A portable gas generator provides electric power. Showers are from a fresh-water well which they dug.

VAT-7 is one of 14 teams that comprise the Civic Action Section

MEDITERRANEAN DUTY—USS Little Rock (CLG 4) moors at Gaeta, Italy, Sixth Fleet home port. Rt: Fireman Nanning Schult of USS Mosapelea (ATF 158) sets up engine propulsion switchboard.

of the Naval Support Activity, Da Nang.

The VATs bring technical know-how to the village level. The team advises the people of Nam Tho on construction, procurement of materials, defense of their village, and limited medical assistance.

So far, VAT-7 has helped the people of Nam Tho village construct a two-room addition to their only school, a six-room village office building, four homes and 30 fresh-water wells.

Materials used by the villagers consist of shipping crates from the American base at Da Nang, and concrete, metal sheeting and small tools provided by the Agency for International Development. At Da Nang, the Civic Action Section has grown to include its own warehouse, a covered storage area and a lumber yard.

A bonus of the VAT program is a warm working relationship between American naval forces in Da Nang and local Vietnamese.

VAT-7's job is to help the Nam Tho villagers help themselves. From all indications, it is working.

The foregoing is just a sampling of items in today's news concerning the world-traveling Navyman. For more of the same, check the articles on the following pages.

THE SEA SERVICE:

"Challenging Career...Varied Opportunities..."

One of the most challenging and varied opportunities for a career available in this country may be found—you may be surprised to hear—in the military life. This—you may also be surprised to hear—comes from a man who spent 30 years in private industry.

One more point. Although the career Navyman could, in a large number of cases, get paid more on the outside, he would rather ship over and "get involved" in a demanding job that offers more than money alone.

This is what a civilian audience in Memphis, Tenn., was told recently by the Assistant Secretary of the Navy for Manpower and Reserve Affairs, Randolph S. Driver. Before joining the Navy Department, he was the head of industrial relations for a large U. S. oil-producing company.

Hitting hard at a theme which might be titled "What the Career Military Man Has to Offer," the Assistant SecNav put into words some of the things you may have felt over the years—and shouldn't mind reading now.

For example:

- The story of the Navy career man often is inadequately presented to the public. As a result, some civilians do not appreciate the variety of technical and challenging skills required by a modern Navy.
- "Today's Navy has a greater range of demanding assignments than any civilian corporation," according to the Assistant SecNav for Manpower – and offers opportunities and rewards beyond those normally found in civilian life.

Unfortunately, said the assistant SecNav, the civilian community still has some who look upon the military as "a refuge for those who are lacking in skills."

He emphasized this with some interesting questions.

"Do the American people tend to underestimate the professional military man?

"Do we tend to forget the problems they are facing; the family separations; the hardships their profession imposes not only on them but on their loved ones?"

Yes, he said, "some do."

"It is no longer the military's job simply to wage war," he stated. "The goal, the whole reason for the existence of America's armed forces is to insure peace."

The tools to see that this peace-keeping job is done are the product of American science and industry. "But it is the military man—dedicated, mature and technically competent—who bears the responsibility of managing and operating these products.

'The career officer and enlisted man is a special kind of citizen. He is dedicated, self-sacrificing and willing to work longer hours for less pay than most.

"I propose that each of us examine the way that we and those around us react to a career military man. Let each citizen act to encourage the concept of military life as an honorable career; let each citizen realize that the career enlisted man and the career officer are entitled to our respect and our gratitude.

"The professional officer and enlisted man today is not just another sailor. Rather, he may be a technical expert in data systems or nuclear propulsion. In most cases, he has a skill highly prized in civilian life.

"Frequently, if he chose to leave the military he could earn more money and have a more stable home environment as a civilian.

"But he has not chosen the easy path."

To illustrate his point, the Assistant SecNav reported the case of one Navyman, Jim Machmer, who was "just the right age to be a hippie or a beatnik." However, he didn't qualify. For one thing, he kept his hair closely trimmed. Also, he dressed neatly, shaved every day, and liked to take a bath.

Jim Machmer is square?

Not at all.

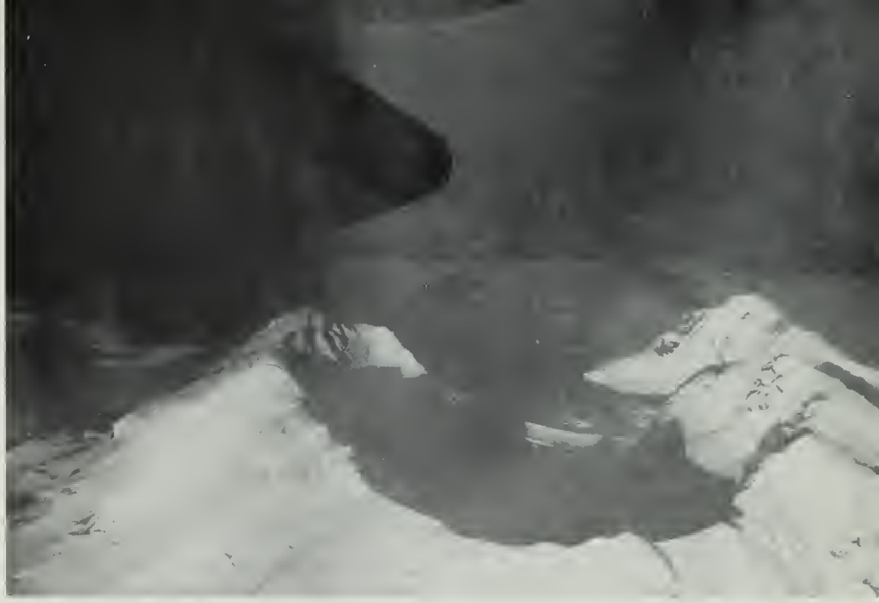
The Assistant Secretary of the Navy told his civilian audience that Jim, the product of a small town, was concerned, but did not want to "drop out." Rather, he "wanted to become involved," and saw the Navy as one way.

"He signed up, became a hospital corpsman, and eventually was assigned to a Marine patrol deep in the jungles of South Vietnam.

"One night Jim's unit was taken under fire. In the first volley one Marine was seriously wounded. To live he needed a transfusion, but in the fight, Machmer's small supply of plasma had been destroyed.

"There, in the jungle, under intense enemy fire, at night, Machmer opened his own veins and directly transfused his blood into the wounded Marine, saving the man's life. Once that was done he treated the less seriously wounded.

"To me, a young man like Machmer, who is willing to risk his own life to save another human being, speaks for the entire Navy."



ARCTIC GAZE—Petty Officer 2nd Class Ronald Regan enjoys arctic scenery on flight. *Rt*: Island's snow-covered volcano is framed by VP-44 *Orion*.

SPECIAL DELIVERY FOR AN

ARCTIC VOLCANO

THE U. S. NAVY tradition of helping out wherever it can be of service takes many forms. For the 36 Norwegians on Jan Mayen Island in the Norwegian Sea, the Navy's helping hand is in the form of an air mail "Special Delivery."

Life on Jan Mayen may not be the loneliest in the world, but it's not far behind. The island is some 360 miles northeast of Keflavik NATO base, and the men based there rely on the Navy patrol squadrons based at Keflavik to drop their mail.

Only 147 square miles in size, the island looks like an "i" in the cold waters of the Norwegian Sea. The dot of the i is a 7500-foot dormant volcano, with the radio station located on the opposite end.

For the past 17 years, Navy crews from Keflavik have battled the unpredictable arctic weather to make the low pass over the rocky shoreline to drop the mail on the small emergency gravel runway on Jan Mayen.

Presently, Patrol Squadron Forty-Four (VP 44), deployed to Keflavik from its home station at Patuxent River, Md., has taken over the Jan Mayen mail orderly duties.

A JAN MAYEN mail drop is scheduled when a sufficient amount of letters, newspapers and magazines are collected in the VP 44 mail room. Squadron personnel help fill out the package with U. S. publications.

A typical mail drop starts out early in the morning at Keflavik. Besides trying to put the mail on the beach of the small island, the P-3 *Orion* of VP 44 will also spend up to seven of the 10 hours of flight time on an ocean surveillance patrol, its primary mission.

Less than two hours after takeoff, Jan Mayen's snow-covered volcano comes into view. As the plane nears the island, two crewmen slip on parachute harnesses that are secured to deck rings. With the *Orion* racing across Jan Mayen's beach toward the tiny runway at 160 knots, the men pry open the after hatch, and moments later the pilot passes the word to drop the mail. The pass and drop take only seconds, but require skill and teamwork.

The Jan Mayen mail drop is itself competitive. The members of each VP squadron like to rib their predecessors. The trend is to relate how the previous squadron dropped the mail in the ocean, or had it burst open on impact, causing the islanders to chase their letters in the wind.

VP 44 gave other squadrons something to aim for this time. One mail package landed ahead of the men waiting on the beach, and tumbled to a stop almost at their feet. A real special delivery.

—Story by Terry Reilly,
Chief Journalist, USN.

ISLAND BASE is home for 36 Norwegians who man a LORAN station.

ASSIGNMENT IN THE TROPICS—

Ngatik, Lukunor, Ruo,

EXCITEMENT runs high among the landing party from USS *San Joaquin County* (LST 1122), as the Navymen prepare to leave the ship. Their destination – a tropical isle among those in the Pacific known as Micronesia.

The ship slows to a stop, her large bow doors opening like a giant clam. Off the bow is a coral reef-surrounded island of coconut palms and breadfruit trees; thatched houses of grass, sticks and mud; and friendly, brown-skinned people.

The Navymen of *San Joaquin County* have come to visit the Eastern Carolines. The culture and customs they will see, the stories they will hear, and the primitive existence of the islanders will not be soon forgotten.

For the majority of the younger men it is the first such adventure into the past; for the veterans of similar cruises, there still remain intrigue and mystery with every island landing.

From the tank landing ship, now riding the swells approximately a half-mile from shore, the white surf appears to be lapping the sandy beach gently. Actually, it is a dangerous avalanche of water crashing over the jagged coral reef, easily capable of capsizing the rubber raft.

On the truck ramp of the ship the 10-man landing party dons bright orange life jackets. Emergency equipment – radios, walkie-talkies, medical kits, signal flags, and extra gasoline for the small outboard engine – is secured to the raft.

Their essential equipment in order, the men next secure watertight plastic bags containing cameras and film, and an assortment of trading items including tobacco, pocketbooks, soaps and other toiletries, candies, lighters, and canned foodstuffs.

Ashore they will barter with the islanders for such souvenirs as large turtle shells, colorful grass skirts, wood carvings, masks, spears, pieces of coral, and necklaces made of tiny shells.

THE LANDING PARTY embarks in the raft and paddles it away from the ship. The outboard engine kicks into life and the men stow their paddles.

The coxswain steers the raft over the slightly rolling sea towards shore. Ahead is the island of Fananu, the first of eight islands to be visited by the Navymen of *San Joaquin County*.

With the help of several men and boys from the island, the Navymen drag and carry the raft across the reef, a distance of about 500 yards.

On the beach, men, women and children from the village greet the sailors. Stopping occasionally along the beach to take pictures or sip coconut milk, the procession of sailors and their hosts walk to the village. Along the path through the jungle the welcoming villagers smile and wave at the men; the sailors return the greetings and occasionally one pauses to talk to a bashful child or to a village elder unable to make the

ISLAND WELCOME—Natives from Lukunor arrive alongside *LST* with articles for trading. *Below:* Crewmembers in raft return from visit to Ngatik Island.

Fananu

half-mile trek down to the beach.

The scene will be repeated often in coming visits to the various islands on *San Joaquin County's* two-week Micronesia visit.

Fananu is one of 2141 islands and atolls within the U. S. Trust Territory which is home to some 92,000 people. This 700-mile square sector of the Pacific—comprising the Marshalls, Marianas, and Carolines—contains an ocean area of three million square miles.

Besides Fananu, the sailors will visit Ruo, Moen, Laol, Etol, Lukunor, Ngatik, and Ponape.

THE PURPOSE of the trip is to take the census, to call upon the sick, deliver medical supplies and examine local health facilities, and to meet with island chieftains, U. S. Peace Corps volunteers, and Trust Territory officials.

The Trust Territory, with a High Commissioner as its head, is under the administration of the U. S. Department of the Interior.

The High Commissioner, headquartered at Saipan, directs the six district administrations under him in the Marshalls, Marianas, Yap, Truk, Palau, and Ponape.

Each island has a first aid assistant — sometimes called a health officer—to tend the sick. Often the man or woman so appointed has an opportunity to receive some basic training either at a district headquarters or school at Guam or other larger islands.

Truk and Ponape each have a hospital and the latter also has a dental

MILK RUN—Coconut milk is given a tryout while visiting Micronesia Islands.

ON TOUR—*San Joaquin County* (LST 1122) heads for island visit. *Above:* Grass and bamboo hut is home to islanders.

WHAT'S HAPPENING—LT William P. Trainer, USN, discusses the living conditions of the natives with island parish priest during Micronesia tour.

clinic to minister to the island populations.

Peace Corps volunteers at the islands teach school and work closely with the islanders in producing and, in some instances, exporting copra and handicrafts. These young Americans, who stay two years at an island, were helpful to the Navymen in providing information about the people and their way of life.

While moored overnight at Moen, *San Joaquin County* was opened to visitors, while those of the crew who were off duty toured the small community of dirt and coral-laden roads, grass houses, and jungle growth.

One evening, an estimated 500 of Truk's men, women and children squatted on the pier to watch a spy thriller provided by the ship. The films were projected against the side of an aluminum warehouse.

At Moen the Navymen saw several remnants of World War II battles including a rusted long gun sitting on the side of a hill overlooking the bay. The years since the war had severely corroded the weapon and its only possible contribution to Moen's future would be as a reminder of the past.

Along a dirt road leading to the eastern end of the island, a concrete bunker used by the Japanese army is partially hidden by jungle grass.

Moen, like each of the islands, depends upon oceangoing freighters to deliver supplies, equipment and necessary materials. Some items, such as mail, are brought in by plane. Ponape presently receives some of its supplies by seaplane.

From the district headquarters, small boats carry the various items to the outlying islands.

Radio stations at the larger islands maintain regular communications with the people in remote areas. Some of the islands do not have radios, however, and many of the islanders must rely upon visitors for the latest news.

Children are required to attend schools in the villages through the seventh and eighth grades. Three high schools are located on Moen, and one at Ponape.

Most children under 14 years old speak, or are learning, English, and about one in five adults is bilingual. Many of the Micronesian elders also speak Japanese, learned years ago, and still use it when Japanese fishing crews visit the islands to trade.

The basic diet in the Eastern Carolines is fish, breadfruit, and coconut milk. Pigs, chickens, ducks and geese are kept in some villages to supplement the diet.

Nearly all fresh water on the small islands is caught in large barrels and tanks during tropical storms. This is used for drinking and cooking. Im-

NATIVE NATIVES—Boy climbs tree to cut down coconuts. *Center:* Shy girl on Etol. *Right:* Truk islander shows Navy visitors one of Japanese WW II bunkers.

COLLECTING DATA—LTJG H. E. Crissey, Jr., collects information for Trust Territory officials from Peace Corps volunteer working on Fananu Island.

provised showers are generally fed by underground saltwater wells.

Lukunor, with a population of 671, including several Peace Corps volunteers and a priest, is probably the most modern of the small islands which were visited by the Navymen.

Among Lukunor's thatched houses are a large church, a community center, a dispensary, and a parsonage.

Ships do not often visit Lukunor, particularly Navy vessels, and when one is reported en route, the villagers look forward eagerly to meeting the crewmen.

The *San Joaquin County* crewmen were intrigued by many of the customs of the island people. Several of the islands near those visited are not inhabited, since the islanders believe that ghosts live there. They stay well clear.

An interesting sidelight regarding the copra, coconut and breadfruit trees is that every such tree or product is the property of an island family. Visitors who unknowingly pick up a fallen coconut are actually taking an islander's food. Forewarned, the Navymen accepted only those coconuts which were offered by their hosts.

SEVERAL NAVYMEN showed particular interest in the island custom of the "love sticks." Eligible young men carve and notch pencil-sized wooden sticks. If a young man wishes to become romantically involved with a young village girl, he simply pushes the stick through the thatched wall of her house. If she likes the potential suitor's carved stick, she goes out and meets him. If not, she merely pushes it back outside the wall.

"That would eliminate a lot of embarrassment," said an unidentified sailor. "Sounds like a great idea to me," he said, casually fingering his jackknife.

Offshore, the LST cruises slowly, waiting for her landing party to return from the last island. Ashore, the Navymen, laden with bags of souvenirs, begin to walk the raft over the coral reef to the surf.

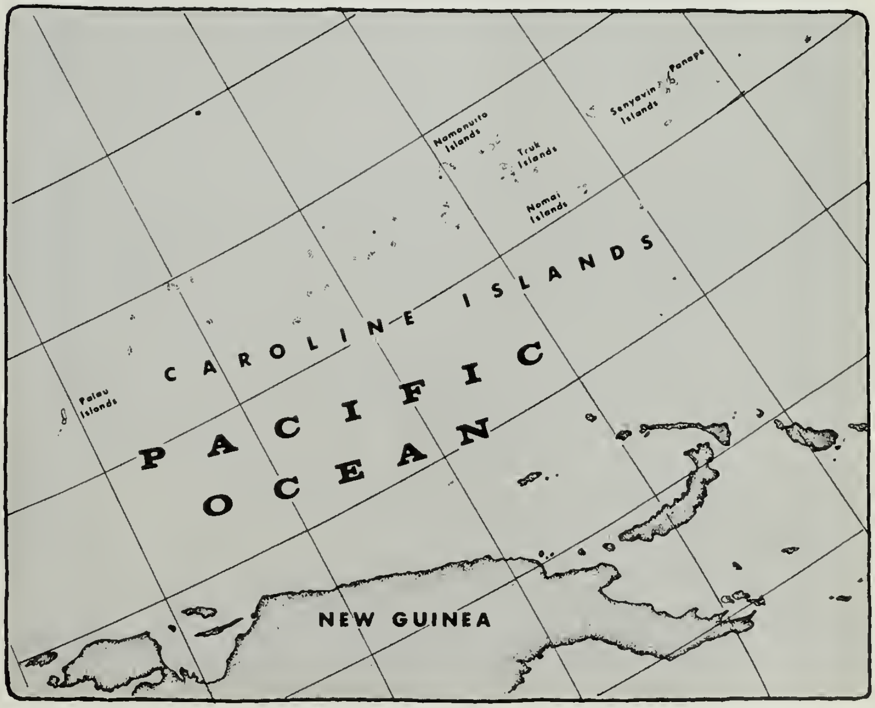
Then the difficult task of getting safely into deep water begins. The waves, some as high as eight feet, are boiling onto the reef. The men push, paddle and swim the raft through the surf. They are thrown back several times, the small raft nearly flipping over at times.

After frustrating minutes, the landing party punches through the surf, scrambles aboard the raft and, paddling furiously to keep from being carried inshore by the swells, reaches deep water. The outboard engine sputters several times, then takes hold.

Behind the men, gathered on the beach, are the villagers. They continue to wave their farewells until the raft is swallowed again by the giant clam called *San Joaquin County*.

The adventure is over, but the memories will linger. And when the sailors show their souvenir shells, wood carvings, and grass skirts, they are sure to relive their visit to Micronesia.

—C. R. Elliott, JOC, USN.



MIDWAY MAINTENANCE
Round-the-clock maintenance crews check engine of Navy C-118 as it stops over on the island.

This Duty Is for the

About 3000 miles west of California is a "birds' city"—owned and operated by the United States Navy.

In addition to being the home of over one million birds, including the renowned "gooney," it serves as a stronghold of the sea service in the Pacific. It lies about halfway between the U. S. and Japan and is appropriately named—Midway Island.

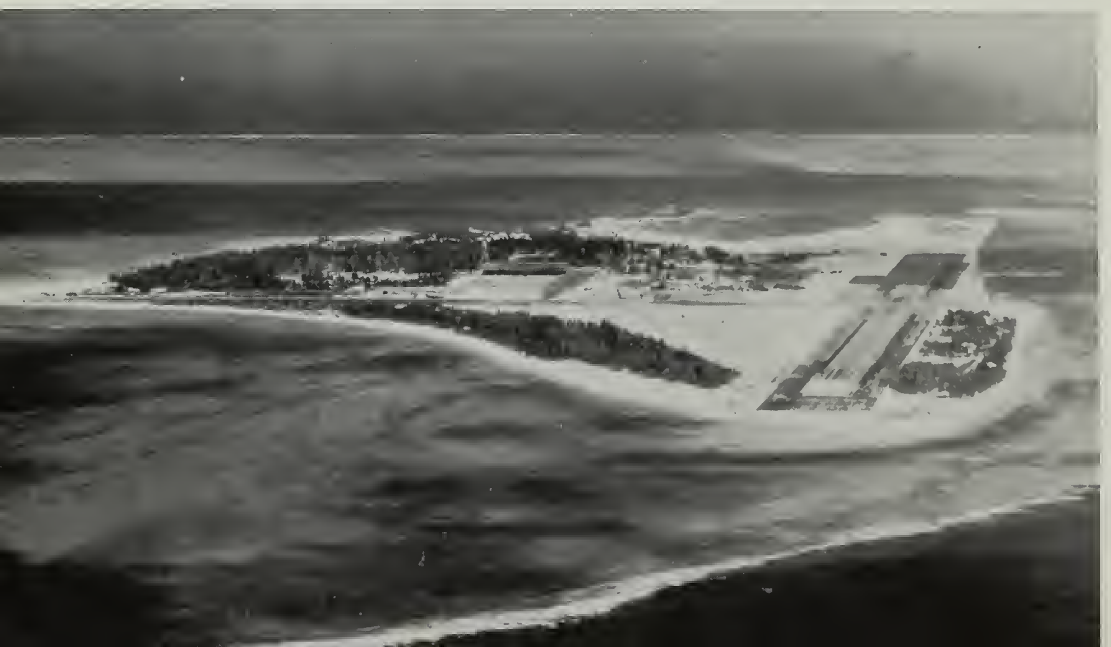
The two-and-one-half-square-mile island was discovered by a U. S. Navy captain on 30 Sep 1867. In 1886 it was recommended as the primary Pacific naval bastion. However, after political considerations, Pearl Harbor was selected and Midway was largely forgotten.

It was not until 1938 that Midway became recognized as a major forward base. The island's first airstrip was built in 1940, and the Navy thus began controlling a major portion of the largest ocean in the world. Two years later the Navy maintained complete control of the Pacific by defeating the Japanese in the famed Battle of Midway.

Today, the small island serves as a vital link in the naval establishment. It maintains and operates facilities to provide services and material to support both air and sea operations of the Navy as well as activities of the other forces.

It's an important and big job for the 1000 Navymen stationed there. These men work on everything from collecting fresh water to carrying out Search and Rescue (SAR) missions over 1,660,000 square miles of ocean area.

SAR is certainly one of the most important functions of the U. S. Naval Station, Midway. There are usually about 50 ships of all nationalities within the boundaries of the island's supervision. When one of them is in distress, the SAR pilots and crews are there to assist in any way necessary. SAR is not limited to the sea, however. There is a large



THE SPOT
Small but important, Midway lies about halfway between the United States and Japan.

flow of air traffic through Midway. If an aircraft either coming to or leaving Midway develops trouble, a SAR aircraft is immediately dispatched to intercept the distressed plane.

Last year, SAR pilots flew 173 missions ranging from medico operations to aiding craft breaking apart in rough seas. As of 30 June this year, SAR crews had flown 88 missions — 22 more than last year during the same period of time.

Three HU-16 *Albatross* aircraft and one UH-34D helicopter are used for SAR missions. Keeping these birds operationally ready 24 hours a day is a busy job for the limited crew of maintenance personnel. In addition, they are responsible for the maintenance and flight line servicing for all aircraft flying into and out of Midway, including the huge C-141 *Starlifters* belonging to the Air Force.

Approximately 1000 landings and takeoffs of aircraft are made at Midway monthly. Most of the planes fly long distances with heavy Vietnam-bound cargo. That means they need fuel. When they leave Midway. you can bet their fuel tanks are topped-off.

Birds

The refuelers do not confine their operations to aircraft alone, however. One of Midway's most valuable assets is its fine harbor, where numerous ships tie up for fuel as well as for loading and unloading operations.

Being completely isolated, Midway must rely exclusively on goods brought in by aircraft and ship. Since ships carry about 98 per cent of all cargo, the piers are very often the center of much activity.

ISLAND NATIVE
Officially known as the Laysan Albatross, the gooney is often referred to as Midway's only native inhabitant. Midway is a designated bird sanctuary and the gooney seems to know it. It makes full use of the island.

In addition to these commercial ships, which are all under government contract, there is a great diversity of U. S. naval ships which use Midway's refueling capabilities. Yet it is the arrival of foreign naval vessels which really arouses the interest of the local population. Often, Midway finds itself a U. S. ambassador of goodwill to ships of foreign navies which make port at the island on their way to the continental U. S.

On one sector of the island there is a fuel farm which stores millions of gallons of fuel. The farm provides more than five million gallons of fuel to ships and aircraft each month. It's a 24-hour day for the men at the gas pumps.

Another round-the-clock operation is generating electrical power for the island and its inhabitants. A handful of Seabees run the power plant, keeping the island lighted with 5200 kilowatts of power. These men are also responsible for the fresh water supply, which at times has reached the critical stage, and

MODERN MIDWAY
This modern school on Midway Island has grades from one through 12. Rt: Pretty chapel is used by all faiths.

the upkeep of utilities throughout the entire island.

Midway is not only a place where a sailor keeps busy with his work. He often finds time to use the shopping and recreation facilities. They are among the best anywhere in the Navy and are well used. Midway's 80 degree climate makes swimming and boating ideal.

Everyone boasts about the island's beautiful beaches and the variety of water sports which are available. The crystal-clear water of the lagoon surrounding the island enables one to marvel at the beautiful colors of the coral reefs below. Most of the swimmers enjoy skin-diving for both the langouste lobster and the sea turtle — a sport enjoyed year round at Midway.

The Special Services' ceramics shop is a popular pastime for many of the dependents. They can make chess sets, ash trays, flowerpots, or just about any other pottery item they desire. Some of the islanders have become very talented and display their work in the local arts festival, which is held periodically.

Combing the beach for the famous Japanese glass floats is another recreational activity enjoyed on the island. The "fish ball" is considered one of the most prized marine treasures that wash ashore on the Pacific islands. The beautiful floats are carried by the Kuroshire current from Japan after breaking away from fishing nets. They have fascinating colors and are sought by both professional and amateur beach beachcombers. Thousands wash ashore on Midway each year which are valuable to collectors.

As the sun goes down on Midway, Navymen and their families fire up their barbeque pits and invite their neighbors over for a cookout, then, perhaps, tune in Midway's TV channel for an evening of enjoyment. The Armed Forces Radio and Television station there offers up-to-date viewing for the local audience with programs such as Star Trek and Lost in Space, which are provided by the Armed Forces Radio and Television Service in Los Angeles.

"Downtown" Midway is similar to a shopping mart in a U. S. city. Although the area itself is confined, there is a variety of shops. The Navy Exchange and Commissary Stores give shoppers a wide selection of items to choose from. The Bank of Hawaii, U. S. Post Office, beauty shop, barber shop, a six-lane bowling alley and theater complete the island's small city.

Just outside the "city limits" is the island's nine-hole golf course. The gooney birds like to use it as a nesting ground and more often than not, the birds will sit on golf balls thinking they're eggs. A hole-in-one is seldom heard of on this course, but many of the golfers often get a "birdie,"

Officially known as the Laysan Albatross, the gooney is often referred to as Midway's only native inhabitant. No one really knows for sure, but the written account of a visitor in 1891 contained no mention of the bird. The visitor must have arrived sometime during the three-month period beginning in August, when the birds take to sea.

Although these feathered friends provide continuous entertainment from November to July, sometimes the birds are no laughing matter. The seven-and-one-half-pound adult gooney can cause serious damage to jet aircraft if sucked into the jet intakes, and there are always monthly reports of aircraft of all types being damaged as a result of bird strikes while taking off and landing.

Midway is a designated bird sanctuary and the gooney seems fully aware of this fact. It nests where it wants to, flies anywhere and everywhere on the island — even through living room windows — and waddles about as if it were defying the U. S. Navy to do something about him. If the gooney could talk, it would probably claim ownership of the island, and demand that the Navy pay rent.

—Story by Jerry Riggs,
Journalist 2nd Class, USN

MIDWAY WW II ACTION
The flag is raised during early morning attack on Midway. Rt: Damage done by enemy planes before they were driven off.

AFRICAN
ROADWAYS
SAFARIS

Safari in Africa

The men of USS *Claud Jones* (DE 1033) recently had the opportunity for some highly unusual sightseeing and traveling experiences when their ship made a port call in East Africa.

This Pearl Harbor-based destroyer escort was halfway through a four-month deployment to the Indian Ocean when she was authorized a six-day visit to Mombassa, the principal port city of Kenya.

While Navymen traditionally enjoy the experiences offered by any new port, seldom do they find the variety of opportunities which were available to the *Jones* boys.

The most popular liberty pastime was a safari to the 8000-square-mile Tsavo National Game Preserve. Both one- and two-day trips were available to the crew. The trip through the bush country provided a once-in-a-lifetime opportunity to see the slowly fading spectacle of African wildlife.

Sun-roofed minibuses provided ideal transportation for the photographic hunter. The drivers were expert at spotting game and would frequently leave the roadway and take off across the bush to allow for some good closeup shots (photographically speaking) of game ranging from lions to elephants to zebras.

Fortunately, no one was lost or injured on these safaris—although several close calls were reported. Those men fortunate enough to take the two-day trip enjoyed a night at the famous Kilaguni Lodge in the heart of the game preserve.

Located at three degrees south latitude, the lodge rests in the shadow of Mount Kilimanjaro with its snowtopped peak which was made so famous by Ernest Hemingway.

The city of Mombassa and surrounding area provided many opportunities for all types of recreation and entertainment. A 15th century Portuguese fort was a favorite sightseeing stop. Many beautiful beaches were available for swimming. Waterskiing clubs made their facilities available to the ship, and several restaurants quickly became popular for their excellent Kenyan beef.

Small shops, which line both sides of the main thoroughfare, Kilindini Road, offered a wide and unusual variety of merchandise. Masai tribal shields were popular. as were face masks and a variety of animal skins.

The *Jones* boys consider themselves very fortunate to have fulfilled some of their boyhood dreams by visiting Africa, and it will be a long time before they forget their safari, courtesy of the U. S. Navy.

PHOTOS CLOCKWISE FROM UPPER LEFT: (1) An open-topped bus made the perfect photographic stand. (2) This successful hunt ended with souvenirs from the shopping district of Mombassa. (3) Not many Navymen have had the experience of touching a wild rhinoceros' horn. (4) Archways of elephant tusks invite visiting Navymen to downtown Mombassa. (5) If you spread your legs wide enough you can stand in both hemispheres.

SHIPPING OVER—VADM Charles K. Duncan, USN, Chief of Naval Personnel, presides over MCPON's reenlistment ceremony during 1968.

MEDITERRANEAN SEA — Master Chief Gunner's Mate Olene Henderson, Senior Enlisted Advisor in Europe, visits Sixth Fleet flagship. Below: MCPON Delbert D. Black talks to class of career counselors' school.

CNAVANTRA
CAREER COUNSELORS
SCHOOL

INTERVIEW WITH MCPON

Report

WHEN THE Secretary of the Navy authorized establishment of the Master Chief Petty Officer of the Navy billet, he extended to all Fleet Commanders, Type Commanders and Naval District Commandants, the authorization to create Senior Enlisted Advisors within their respective organizations.

That was two years ago.

Since then, the roster of SEAs has grown appreciably with representation in a variety of organizations which range from naval training centers to frontline combat outfits in Vietnam.

Although SEA functions are fashioned after those of MCPON, the advisors possess one advantage over their Washington counterpart: personal contact. And they make the most of it.

From London to Da Nang and from Newport to San Diego, SEAs meet with the troops, learn of their ideas, their problems, and strive to find solutions locally or to channel the issues in the appropriate direction for proper action.

Master Chief Petty Officer of the Navy Delbert D. Black, GMCM, USN, has stressed that the value of a SEA to a command cannot be overemphasized. Through correspond-

SHIPSHAPE—Master Chief Black visits USS Bon Homme Richard. Rt: MCPON gets the word following visit to Naval Reserve Ass'n meeting.

On the High SEAs

ence reaching his desk in Washington, and from personal contact of his own during field trips across the nation and in WestPac, MCPON has noted the influence SEAs have had within the commands.

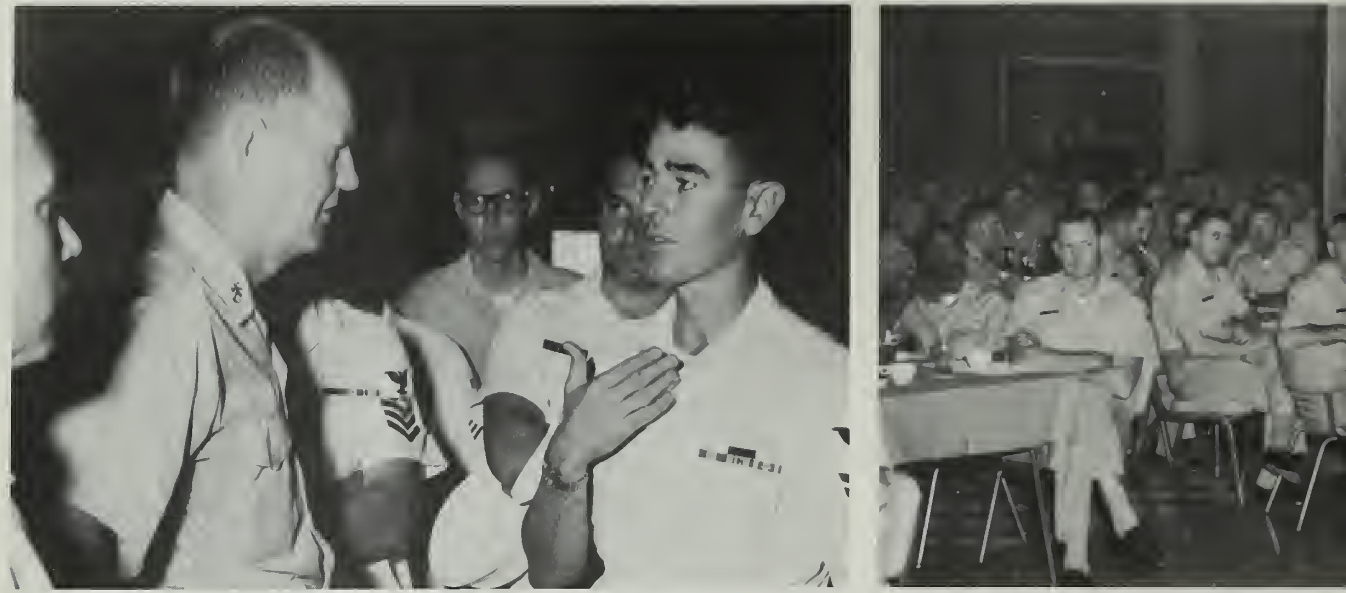
"One station in particular that comes to mind immediately . . . one where I noticed a marked difference in attitude and awareness of what's going on in the Navy, is NTC San Diego," Chief Black commented. "I would say without hesitation that Master Chief Boatswain's Mate Edward R. Pellom has had a great deal to do with developing a stronger esprit de corps throughout the center. Everyone I talked to during my last visit was obviously better informed, not just about the Navy, but about current events as well. It was a gratifying experience which made me even more aware of the importance of the MCPON/SEA program."

The same is apparently true of the influence other SEAs are having on naval commands around the world.

An example is Master Chief Gunner's Mate Olene C. Henderson, the enlisted man's representative in the European area. From his London headquarters assignment on the staff of the Commander in Chief, U. S. Naval Forces, Europe, Chief Henderson (known on the staff as the Force Master Chief) travels to U. S. naval activities located the length and breadth of Europe to discuss such topics of interest as reenlistment bonuses, advancement programs and STAR and SCORE programs.

Whenever he has an opportunity he visits units of the U. S. Sixth Fleet in the Mediterranean to meet personally with the crews, including flagship crewmen of the guided mis-

ENLISTED LEADERS—Master Chief Boatswain's Mate Edward R. Pellom is read letter appointing him SEA at NTC San Diego. Below: Master Chief Fields, former SEA in Vietnam, listens to a problem. Chief Fields is now at Naval Amphibious School, Coronado, Calif.



WHAT'S HAPPENING—Navymen at Corpus Christi have informal talk with MCPON. Rt: Chief petty officers listen to Master Chief Black.

Master Chief Sonar Technician John L. Robinson, Jr., is the Senior Enlisted Advisor oboard USS Dahlgren (DLG 12).

sile light cruiser USS *Little Rock* (CLG 4).

Conditions may be far less favorable in Vietnam, nevertheless that's where Master Chief Boatswain's Mate Carl A. Nelson, USN, does his thing as the Senior Enlisted Advisor for men assigned to the Naval Support Activity, Da Nang.

He, together with Master Chief Electrician's Mate George E. Folk, SEA representative for U. S. Forces in Vietnam, sometimes faces problems that would try the patience of a chaplain. Among them are leave, liberty and timely transfers.

The air arm of the Navy is represented by at least five commands with personnel assigned as Senior Enlisted Advisors.

NAS Moffett Field lists Master Chief Aviation Machinist's Mate James Shippey, USN, as its enlisted representative in California. In Florida, at NAS Pensacola, that distinction belongs to Master Chief Aircraft Maintenanceman W. M. Opava, while some 8000 miles to the west, at NAS Atsugi, Master Chief Aircraft Maintenanceman Joseph M. Hazard, USN, carries the title.

The two active flight units that list SEAs on board are Air Development Squadron One (VX 1) at NAS Key West, represented by Senior Chief Aviation Structural Mechanic F. C. Girardean, USN; and Heavy Photographic Squadron 61 at NAS Agana, Guam, for which Senior Chief Aircraft Maintenanceman R. I. Decker, USN, is the Senior Enlisted Advisor.

Master Chief Black Joins Board of NRS

The Navy Relief Society now has two enlisted men serving on its Board of Managers.

Recently elected to membership by the Board were Master Chief Gunner's Mate Delbert D. Black, the Master Chief Petty Officer of the Navy; and Sergeant Major Herbert J. Sweet, the Sergeant Major of the Marine Corps.

The Board of Managers is composed of senior commissioned officers of the Navy and Marine Corps, retired officers elected to the Board and wives of officers on active duty. The Navy Relief Society is now in its 65th year.

Hereafter, Master Chief Black and Sergeant Major Sweet will meet with the other members of the Board once each month to formulate, study and decide on policies that will be sent to the branches and auxiliaries of the Society represented the world over.

In their new roles, the senior enlisted representatives of the naval services will help to support the purpose for which the Society was founded to aid widows and orphans of naval and Marine Corps personnel, and to participate in the ever-growing programs which are continually under study to meet the changing needs of Naval service personnel.

TOPSIDE TALK—Master Chief Black has an informal discussion with Vice Chief of Naval Operations, ADM Bernard A. Clarey.

Here is the remainder of the list of commands which have informed the Master Chief of the Navy of their participation in the SEA program, together with the names of their representatives:

- Twelfth Naval District, San Francisco – Master Chief Personnelman David O. Lomeli, USN.
- USS *Dahlgren* (DLG 12), LANTFLT – Master Chief Sonar Technician John L. Robinson, USN.
- USS *Independence* (CVA 62), LANTFLT – Senior Chief Gunner's Mate Arthur C. Gard, USN.
- USS *Forrestal* (CVA 59), LANTFLT – Master Chief Steam Propulsionman Vance E. Phelps, USN.
- Naval Training Center, Orlando, Fla. – Master Chief Yeoman Paul Jordan, USN.
- Naval Station, Newport, R. I.– Master Chief Boatswain's Mate Hillie W. Ackerman, USN.
- Naval Facilities Engineering Command, Washington, D. C. – Master Chief Builder W. H. Shannon, USN.
- Naval Weather Service Command, Washington, D. C. – Master Chief Aerographer's Mate William L. Heagley, USN.
- Naval Supply Systems Command, Washington, D. C. – Master Chief Storekeeper Charles F. Hardy, USN.
- Commander, Naval Forces Marianas – Senior Chief Musician C. D. Potts, USN.
- Naval Station Keflavik, Iceland – Master Chief Boatswain's Mate Robert Weeks, USN.
- Naval Station, Argentia, Newfoundland – Master Chief Personnelman Robert McCurdy, USN.

THIS LIST is by no means complete. It's only the beginning. The trend toward a Senior Enlisted Advisor within each command appears to be increasing throughout the Navy.

In the European area, for instance, there are plans being formulated whereby each command under CINCNAVFOREUR will have a SEA.

The influence of those SEAs already established has been noted. As a whole, their accomplishments will undoubtedly serve to bridge any gap that may exist between crewman and captain.

—Story by Marc Whetstone,
Chief Journalist, USN.

Active Duty Navyman Elected President of FRA

For the first time in its 44-year history, the Fleet Reserve Association has elected an active duty Navyman as its national president. He is Senior Chief Storekeeper Stanley S. Nahill, USN.

Senior Chief Nahill, a career chief petty officer with 19 years of continuous active service, is currently serving as a member of the Maintenance Management Advisory Team, Commander Naval Air Atlantic, in Norfolk. He is a member of the Association's largest branch in Norfolk, Va., and has a 12-year record of service in the FRA, first joining in Atlantic City.

When his duty transfers took him to new cities, he transferred his membership to the local branch and continued his FRA activity. He has held office in four different locations in the past 10 years and was chairman of the 35th national convention in Memphis, Tenn. It was his outstanding performance in this position that brought him to national attention within the Fleet Reserve Association.

Senior Chief Nahill enlisted in the Navy in June 1949 and completed basic training at Great Lakes. He then attended two Class A schools, Aviation Fundamental School and Aviation Storekeeper School.

His first tour of sea duty was on board USS *Cabot* (CVL 26) followed by a tour with Utility Squadron Four in Chincoteague, Va. He has also seen service at the U. S. Naval Air Station, Hutchinson, Kans.; in USS *Rendova* (CVE 114); the staff of Commander Fleet Air Wing One with duty in USS *Pine Island* (AV 12), USS *Kenneth Whiting* (AV 14), and USS *Salisbury Sound* (AV 13); Fleet Aircraft Service Squadron 118 on Taiwan; All Weather Attack Squadron 33; and the Naval Air Technical Center, Memphis, where he served as an instructor in Aviation Storekeeper Class A school.

FULL LOAD—*USS Platte* (AO 24) rides low in the water as she is pushed on her way by a tug at Subic Bay.

We're No. 1

NEARING THE THREE-DECADE MARK, USS *Platte* (AO 24) is going strong in WestPac. And, with just short of 30 years of continuous commissioned service, she may well be the Navy's senior ship for active Fleet longevity.

Platte's claim to seniority followed the decommissioning last September of USS *Cimarron* (AO 22).

Commissioned 1 Dec 1939, *Platte* was some nine months "younger" than her sister ship, but always seemed to keep pace with *Cimarron* in terms of who's-the-best-workhorse.

During World War II, *Platte* earned 10 battle stars while participating in nearly every major Pacific campaign. She provided logistic support for carrier task forces in the Battle of Midway, and participated in campaigns at Guadalcanal, Tarawa, Kwajalein, Eniwetok, Saipan, Tinian, the Philippines, Iwo Jima and Okinawa.

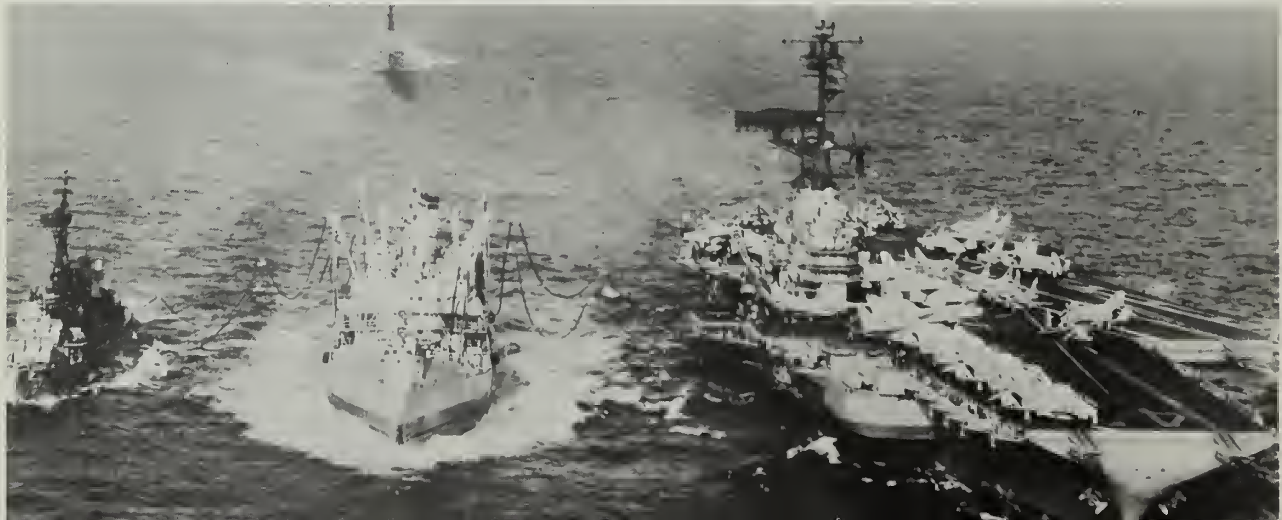
During operations off Attu Island in the Aleutians, she conducted refueling operations while taking a beating from icy waves which crested as high as 50 feet.

While operating with Task Force 58, she crossed the equator 14 times in 11 days.

She was in Tokyo Bay when the enemy signed surrender documents on board the battleship USS *Missouri*.

In all, *Platte* pumped nearly 5,000,000 barrels of oil during 1060

DOUBLE DUTY—The Navy's senior ship simultaneously refuels two sisters off Vietnam, with another awaiting turn.



024
TWIN SCREW
KEEP CLEAR

AUXILIARY STINGER—*Platte* carries two 5-inch guns forward, and one aft. The guns were installed on the venerable oiler for protection during World War II.

World War II refueling operations.

Platte earned four additional battle stars during the Korean conflict. She operated off Korea and Formosa, logging more than 130,000 miles while transferring 2,000,000 barrels of fuel.

Although she now is based in Long Beach, *Platte* continues to build a history of being where the action is. Accordingly, she spends considerable time with the Fleet off Vietnam.

During one recent deployment, *Platte* showed no sign of aging as she refueled 320 ships while transferring 35,000,000 gallons of fuel.

—Story and photos by
C. K. Ferguson, Chief Journalist, USN.

HIGH AND LOW—*USS Platte* (left) seems dwarfed by *USS Chipola* (AO 63), but the difference is in load. *Below:* Crewmembers cover her age with gray makeup.

LSE Trainee Wins His Yellow Shirt

THIS IS THE DAY the 21-year-old Texan became a yellow shirt.

"When you get out there, Mark," said Aviation Boatswain's Mate 1st class Dennis Boren, "try to relax. Remember all the signals I taught you. No mistakes, now. I'll be standing right behind you, just in case."

They started to walk to spot three. "There's nothing to be afraid of. Just keep your signals straight and everything will be all right."

A helicopter, flying a half a mile or so out, began to approach. Mark Peterson fixed his earphones and positioned himself in front of his spot.

"Okay," said Boren, "now we'll see what you've learned. Here's your helo . . . direct her in."

The pilot fixed his eyes on Mark whose extended arms signaled him to approach to the right . . . then a little to the left. When Mark had the bird centered on the spot, he clasped his hands above his head and swung his hands down. This told the pilot he was cleared to rest his bird on the flight deck of *Iwo Jima*.

THE FLIGHT DECK of the Seventh Fleet amphibious assault ship USS *Iwo Jima* (LPH 2), off the coast of Vietnam, is like a busy helo port for a squadron of whirlybirds. During an amphibious operation, the helos carry troops and equipment to the shore, shuttle them on the beach and return to the ship for more missions.

Directing this flow of flight deck traffic are the landing signal enlisteds (LSEs). Clad in yellow shirts to provide greater visibility to the pilots, and earphones known as Mickey Mouse, the LSEs can direct the helos to move up, down, left or right until it's safe for a landing.

"One thing the yellow shirt never overlooks," warns Boren, "is the potential danger in his everyday operation. Being an LSE is like controlling a traffic light on a freeway during the five o'clock rush hour.

"If the cars move when the light is green, that's fine. If they slow down when the light is yellow, that's also fine. But if they go through a red light, we're all in trouble.

"Same with the helos. If it comes in full speed when it should be slowing down, it's our job to warn the pilot we're turning on the yellow. If we don't, we'll all end up in the drink."

FOUR ARMS would be an asset to a yellow shirt, but this is an instructor standing behind student. *Rt:* Novice discusses signals with D. Boren, AB1.

THEY'LL ALL END UP in trouble, too. The yellow shirts are responsible for the safe landing of helicopters worth from one-half to three and one-half million dollars, depending on the size. One mistake could mean the lives of pilots, crews and every man on the flight deck.

"Mark laughed," recalled Boren, "when I made him give takeoff and landing signals to parked helicopters and when I had him brace his body into the wind, to prepare for the 80- to 90-mile winds created by turning rotor blades. It was all very funny until he was out there on the flight deck, doing it for real."

"He's right," agreed Aviation Boatswain's Mate 3rd class Mark. "You can sit and watch the LSEs bring in helos all day. But it means nothing when you're standing out there alone, actually doing it.

"That first one. Wow!" He shook his head. "I was just standing there watching it approach. She looked so innocent, flying over the sea like a bitty hummingbird.

"But then the hum got louder, and the bird got bigger . . . The hum turned into a roar, the bird a five and one-half ton creature. Before I knew it, I had this monster coming at me, rotors screaming, engine screaming, blowing up a storm. And it wouldn't stop. It just kept on coming.

"My self-confidence grew smaller and the helo grew bigger. It was a good thing Boren was standing behind me, or I might have turned and run. But you don't do that with Boren. Not that man."

During takeoff, the LSEs stand in front of the helos and give launching signals. When given the signal, the LSEs stretch their arms and point to the sky . . . and the helos begin their sorties.

"Takeoffs always worry me," says Peterson. "I always expect the bird is going to lift slightly off the deck, then come crashing down again. I can't seem to overcome that feeling and probably never will.

"I guess it's good to worry a bit about them. Because when you do, you're more on the alert, ready for anything that might happen."

—Story by Les Goldberg, JO2
—Photos by Jean C. Cate, PH1.

HELO PILOT watches for signals while approaching ship's flight deck. *Rt:* Then the novice yellow shirt reviews hand signals and discusses landing. *Above:* Then back to the flight deck for more takeoff or landing practice.

STORE SHIP

WEEKS BEFORE and thousands of miles away, the commanding officer of USS *Alstede* (AF 48) had received operational orders stating that at 0600 on a specific day, at a specific latitude and longitude, his ship was to replenish the carrier group headed by USS *Franklin D. Roosevelt* (CVA 42).

That hour, day and place are rapidly approaching.

Men of *Alstede* have been working since 0100 to deck load and place the cargo to be transferred, until now it is piled higher than their heads.

The time is 0555. Ten minutes earlier, the cargo officers were informed on their sound powered phones that the signal flag Romeo is close-up. *Alstede* is ready to transfer her cargo.

The transfer rig crews are waiting to hear their cargo officers shout "Send it!" Each is determined to be the first to get its load across to *Roosevelt.*

THIS DAY'S WORK began many months before in Norfolk. The Supply Systems Command had purchased and prepared the 5,000,000 pounds of food that constitutes *Alstede's* cargo. Endless details, loading plans, stowage and accessibility problems, meetings, a conference and more problems have followed.

By and large, the food on board is probably better than that to be found in a neighborhood supermarket. And in a wider variety. Everything from franks to fillets. There is always an extra amount of turkey for Thanksgiving and Christmas, ham for Easter, thousands of gallons of cola syrup for the summer.

There is little that is routine about an AF's job. Every deployment means training for new hands, brushups for old-timers, and a constant reevaluation of transfer methods. Despite the new developments, replenishment at sea is still a dangerous business and an infinite number of variables make it more so. Safety, efficiency and high transfer rates in tons per hour—in that order—are the basic considerations in the training schedule and organization of an AF.

Bad weather tremendously increases the dangers. Durable as the equipment may be, a sudden roll can snap the lines which hold the two-ton net loads of cargo suspended between the ships. The backlash of one of these broken lines is not to be trifled with. A fully loaded net, swinging out of control, is to be treated with respect, as are free-swinging cargo hooks, slippery decks, and cases of frozen meat cascading from a loose net.

Traditionally, there are three basic methods of alongside transfer: highline, burton and housefall. These are used when ships come alongside *Alstede*. All these methods use heavy steel wires stretched between the two ships which are—more or less—traveling about 60 feet apart.

An AF of the *Alstede* type is capable of sending from one to six transfer rigs to a customer ship from as many as 12 different transfer points. The fundamental problem is that of maintaining an uninterrupted flow of cargo to the ships alongside. The cargo is taken from the holds and judiciously spotted on deck to insure maximum efficiency in transfer and a minimum of additional topside movement on the refrigerator ship.

In addition, it is essential that the alongside order of ships be accurately coordinated. Individual ships are

capable of receiving cargo only at certain stations. Here, the problem arises of having the correct rig ready for a specific ship.

Continuity of rig is the unattainable ideal for, although the riggers are true experts, time is lost and energy is needlessly expended each time they are required to re-rig for a ship that comes alongside.

Many of these problems are avoided (and others created) by the introduction of the relatively new system of vertical replenishment. In this instance, cargo is hoisted to a raised helicopter deck on the stern of the AF to be picked up by a helo and carried to the customer ship. To the uninitiated, it's an awesome sight to watch a helo hover only five feet from the deck of a pitching, rolling ship to pick up its load of cargo, while two or three more helos are hovering nearby, awaiting their turn.

No matter how efficient the crew, it all takes time. Cargo breakout and replenishment of a carrier group takes about 10 hours under good conditions. In bad weather, and at night, the operation may last much longer, but no matter how long it does take, the men do not leave their stations until the job is done. During a replenishment. sandwiches and cold snacks may be served on deck, but it is no picnic for anyone.

It is 0600. The word is passed. The first six cargo nets are on their way to *Roosevelt*.

ORGANIZATION and teamwork are key factors aboard *USS Alstede*. This photo points up the big job to be done.

LCU 1628—

'A Link in Navy's Lifeline'

LCU 1628 is one of a variety of Navy "U" boats. The U stands for utility, and ALL HANDS recently reported on another combat "U" veteran, the YFU 71 (March 1968, p. 15).

This report is about a utility landing craft. LCU 1628 can carry combat troops or cargo. She also is in the combat theater.

Her crew might have been picked by a Hollywood casting agency. There is the young man with a drawl from Arkansas, the farmhand from Wisconsin, the big city expert from New York, the factory worker from Ohio, and the Mexican-American who likes hot peppers.

Their job is supply, from bullets to boots to bandaids.

Assault Craft Unit One, attached to the Seventh Fleet Amphibious Force, has seven "U" boats. For the most part, they travel up the Cua Viet River to Dong Ha, a few miles below the DMZ, or up the Perfume River to the old imperial capital of Hue.

The 14-man crew mans battle stations for the trip up the Perfume River. The men are alert, but not tense. It looks good. Children are swarming down to the riverbank.

The children use the same greetings of other wars, other times: "Hey Joe" and "OK Joe." And there is sign language. The gestures of people trying to communicate without words send waves of laughter rolling across the beautiful Vietnam countryside. A smile, a wave, and perhaps an apple or candy thrown to a child. Small things that mean so much.

The craft continues upriver, her progress noted indifferently by fat water buffalo lazing in the mid-morning sun. It is a strangely peaceful ride.

The trip to Hue is uneventful, just the way everyone likes it. Beached at the small river port, 1628 waits to be unloaded.

Crewmembers are not idle while they wait. Engines are treated for ailments that engines get. Electrical gear is checked. And, as with all other Navy ships, paint is applied as required for proper preservation.

Small boat crews are unusual families. And small boat units make up floating neighborhoods. It's not unusual for the cook of a nearby boat to drop in with, "Say, could I borrow a loaf of bread?" or "Do you have any olives?" The sailors must get along with each other, because the nature of their jobs has shrunk the world to the size of their boats.

Each day is much the same. The boat is unloaded, then heads for the South China Sea and Da Nang for another load of supplies. The men wish for liberty, think of home, and do their jobs.

Crew of a craft that has a number instead of a name, they will receive little glory for their part in the conflict. They know, as do the men in the field, that without supplies the serviceman in Vietnam could not survive. These boats are part of the backbone of the Navy effort in Vietnam. They are a link in its lifeline.

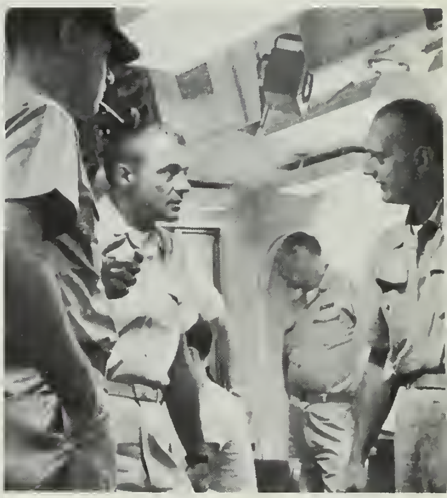
—Story by B. D. Toland, JO3, USN.
Photos by Bill Galligan, PH1, USN.

HELPING HAND—Small boats and crews depend on the "U" boats for items such as repair parts and fresh foods which can't be stored on small craft.

THE DC WORD—LCDR D. E. Cunningham, DCO, lectures divisional DC POs. *Rt:* DCFN Keister checks 'explosimeter.'

SHIPBOARD EXPERIMENT:

The DC Department



EXPERIMENTAL shipboard damage control departments, something many old salts have been dreaming about for years, are currently undergoing evaluation in the Fleet.

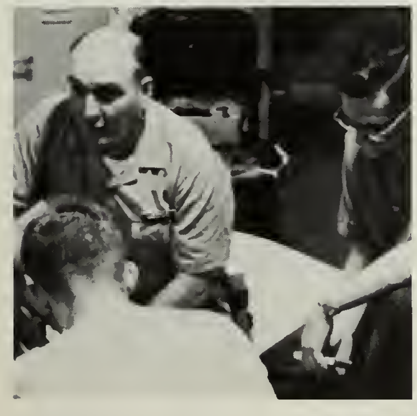
They were organized last July when each type commander formed a trial DC department on board one of his ships. The designated ship of COMNAVAIRPAC, for instance, is the attack aircraft carrier USS *Bon Homme Richard* (CVA 31).

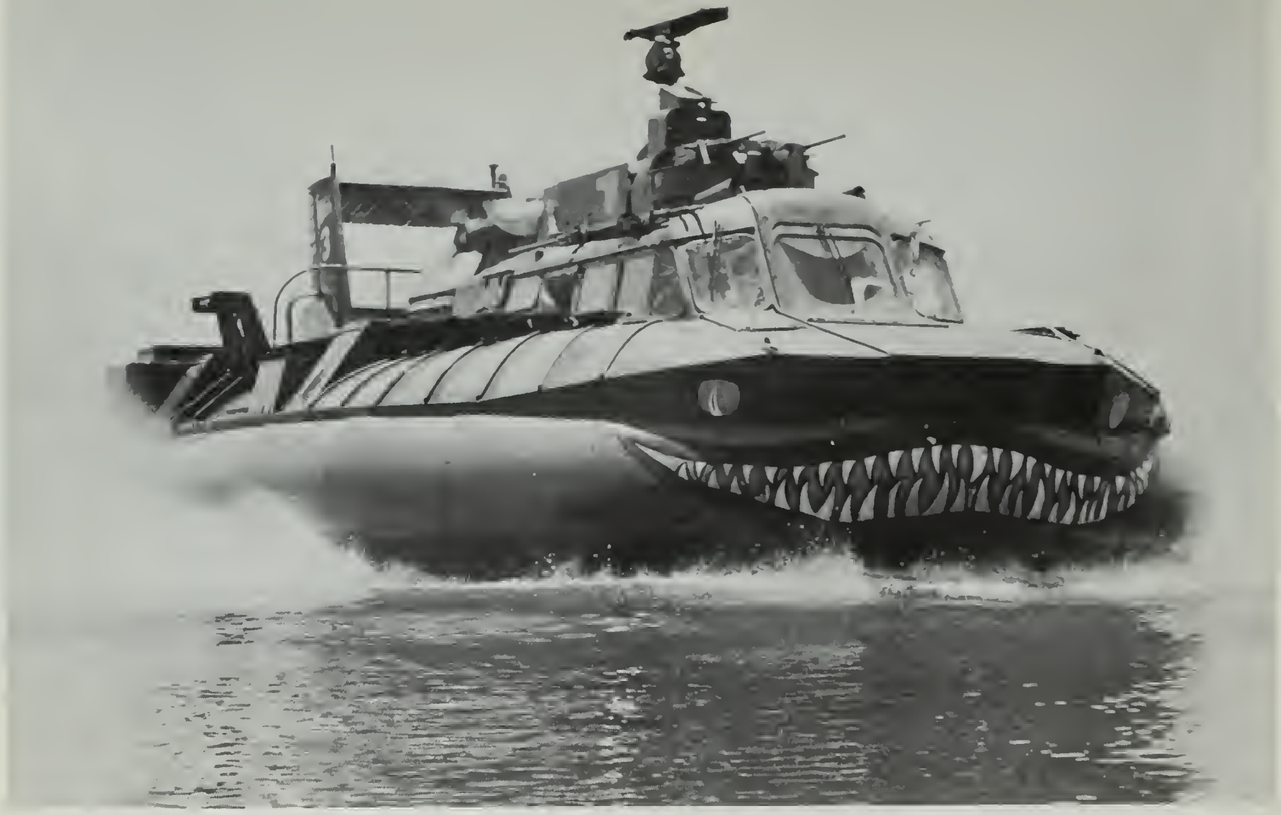
Under the leadership of Lieutenant Commander Donald E. Cunningham, *Bonnie Dick's* new DC organization is comprised of 29 damage controlmen whose primary objective has been to carry out a concentrated training program inspired by a renewed Fleet-wide emphasis on shipboard firefighting and DC procedures.

Aiding the DC department controlmen are more than 50 damage control trained petty officers from other departments who supervise the use of DC and firefighting equipment during drills. A minimum of two fire drills and one full-scale General Quarters drill have been conducted weekly since the new organization was formed.

An assessment of the new DC departments is expected to be reported to the Fleet upon completion of the experiment.

BONNIE DICK'S damage controlmen pass on their skills during concentrated training program. *Left:* Shoring technique is demonstrated. *Right:* Weekly lecture in DC Central. *Above:* DC officers discuss training program.





A MOUTHFUL OF TEETH—Navy's Patrol Air Cushion Vehicle (PACV) has the firepower to back up appearance.

One-third COPTER One-third PLANE One-third BOAT

THE CRAFT is flying four feet above the water, and searching by radar while traveling at a rate of 50 knots plus.

Five U. S. Navymen make up the crew, and they are riding a Patrol Air Cushion Vehicle, called "PACV." It has been described as "one-third helicopter, one-third airplane and one-third boat."

The 39-foot-long craft, powered by a jet turbine engine, rides a layer of air created by a horizontal lift fan while a propeller on the stern gives forward motion. The PACV's spectacular feature, though, is its ability to leave the water and hop over mud flats and salt marshes.

Since June, all three Navy PACVs in Vietnam have been operating in the bays and lagoons just behind the South China Sea coast between Da Nang and Hue. Their job is to stop enemy infiltration on Cau Hai Bay, where the VC had been arriving ashore under cover of the sampan fishing fleet.

The craft came north from Dong Tam in the Mekong Delta, where they had patrolled since December. In two months, say the PACV crews, they piled up more action than in the preceding six months.

"We have operated lots more up here," said Radarman 1st Class James ("Ski") Kuznicki who is a navigator on one of the four crews.

Chief Radarman James E. Pitton, another navigator, agrees. "The situation is more realistic for us up here," he said. "We do things here that river patrol boats can't do because of shallow water."

BECAUSE OF their mobility, speed and firepower, the PACVs have been called in for fire support, blocking actions, and troop extractions. One night last summer, an Army Special Forces team, surrounded by Viet Cong, were rescued by one PACV while another stood offshore and covered them with its machine guns.

One of their biggest actions came in August, in a joint Army-Navy operation four miles from Hue. While infantrymen of the 101st Air Cavalry Division swept the enemy toward the coast, PACVs moved into the mud flats sealing escape routes.

Two PACVs make up a patrol section, leaving their base at Tan My, six miles northeast of Hue, and traveling through inland waterways 20 miles south to Cau Hai Bay.

"Day patrols," says Lieutenant Doug Frantz, "usually check sampans for weapons, Viet Cong suspects and draft dodgers. Night patrols used to do the same, but in two months the PACVs have cleared the bay of craft violating the 1800 curfew.

"There used to be hundreds of fishing junks up here at night, when no civilian vessels are authorized to be on the water," said LT Frantz, who doubles as a pilot and as the PACVs' executive officer. "The bay is empty now. If there's anything out there, we can spot it and stop it."

The PACVs are in the bay every night, sitting in the water or on a mud flat from dusk to dawn. Most patrols are quiet, but a call for help can mean sudden action.

"You never know what to expect when you go out," LT Frantz said. "You might sit all night, or you might see some hot action."

WHEN THE PACVs do get into action, they can be as dangerous as the eyes and teeth painted on their inflatable skirts make them look.

Yeoman 2nd Class Roy Beam is a side gunner. His rating means that he should be doing clerical work and, in fact, he works as the PACV's unit clerk on his off-duty days.

Nearly half the PACV personnel are Navy airmen, including jet mechanics and structural maintenancemen. One of them, Aviation Structural Mechanic 2nd Class Raymond Hilliard says that the PACV is more of an aircraft than a boat.

"The only difference is," he said, "that the PACVs don't fly higher than four feet."

The PACV unit, Coastal Division 17, came to Vietnam from the U. S. last December to begin its present tour, but the craft served in the Mekong Delta in 1966 and several crewmembers and maintenancemen are in the combat zone for the second time.

"The Navy is seeing now what the PACVs can do in shallow water and marsh country," said Lieutenant (jg) Randall Offutt.

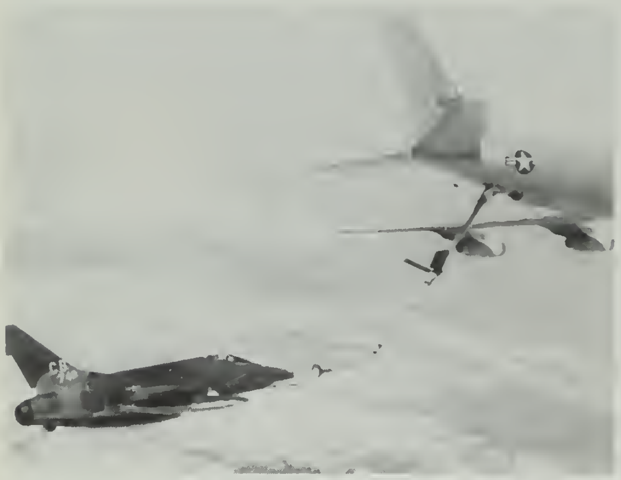
It's something unusual to see.

—Henry Eichel,
Seaman, USN

LAND AND SEA—LTJG R. Offutt, USN, pilots PACV over lagoon near Hue. *Below:* PACV crewmembers keep lookout during a break in patrol activities.

SERVICESCOPE

Brief news items about other services and government agencies.



FILL'ER UP — An Air Force F-100 *Supersabre* refuels from a KC-135 *Stratotanker* following a mission.

A 15-DAY STUDY of underwater ocean waves was conducted recently in the Pacific by a group of oceanographers from the Department of Commerce and the University of Washington.

The investigation was linked to the belief by some scientists that the mysterious ocean phenomena known as internal waves can cause unusual behavior in underwater sound, possibly causing problems in submarine operations.

The expedition conducted its experiments from on board the ocean survey vessel *Oceanographer* and the Coast Guard cutter USCG *Ivy*, at a position about 80 miles off the coast of Washington and British Columbia. There the continental shelf slopes down into the deep ocean.

The joint project marked the beginning of a program in oceanic investigation of internal waves by the university's department of oceanography, supported through the Office of Naval Research. It was initiated to test internal wave theories developed during the last 15 years.

Internal waves apparently are to be found in all the world's oceans. The below-the-surface undulations are at times larger than surface waves. During an expedition to the Indian Ocean in 1964, the Coast and Geodetic Survey ship *Pioneer* measured internal waves 270 feet high. The highest surface wave ever reported was 112 feet, in 1933.

The scientists also studied other factors of the internal wave's power, such as the possibility that the waves may be a source for transferring energy from the ocean's surface into the ocean's depths. Another factor focused on is the likelihood that internal waves affect underwater acoustics, important in underwater communication, detection, location and mapping.

★ ★ ★

THE MOTOR used in the second stage rocket of the *Minuteman II* ICBM is undergoing tests to determine how smoothly it works after long periods of operational deployment and under various conditions of storage.

The test program, underway since last May at the Arnold Engineering Development Center (AEDC), Arnold Air Force Station, Tenn., will last six years.

A primary objective is to determine how often the deployed missiles should have their motors changed.

Plans call for testing 15 motors selected at random from missiles that are operationally deployed in *Minuteman II* silos, plus 10 others taken from a variety of storage conditions. A high-altitude test cell will be used for the motor check-outs.

The development of *Minuteman* missiles has been pursued at AEDC for nearly 10 years. The aerospace center has used a variety of wind tunnels and test cells to check out *Minuteman* propellants, insulation, flight characteristics and control systems, plus such missile-related gear as nozzle configuration and ignition and thrust termination systems.

The Tennessee station also is involved in research and development of a new third stage for a later version of the missile, *Minuteman III*.

★ ★ ★

IT'S TOO LATE for you to bid on the bridle sling, sand slinger and clamshell buckets, but the Defense Logistics Services Center in Battle Creek, Mich., may later have more of them for sale.

Objects such as these (they have something to do with foundry and metalwork) were among 245 items sold at a DLSC auction.

The auctions, held periodically at an Army depot near Granite City, Ill., give the public the opportunity to bid on still-serviceable items for which the Department of Defense has no further use.

A single sale of the they're-no-good-to-us-anyway items brings in as much as $13 million.

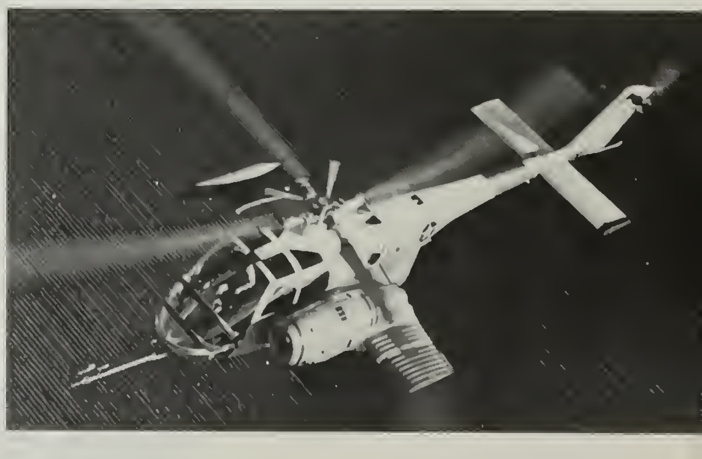
★ ★ ★

WHAT IS BELIEVED to be the world's fastest helicopter, the Army's XH-51A, has been named one of the 100 most significant new products of the year by an industrial research firm.

The XH-51A, which has short wings and is thrust forward by a jet engine, last year reached an unofficial rotorcraft record speed of 302 mph.

The annual "I-R 100" award winners were selected by a panel of 30 leading scientists and engineers.

SPEEDY HELO—Army XH-51A is capable of 302 mph.



A DOUBLE COMMISSIONING ceremony was held in October in Seattle, Wash., for two sister ships of the Coast and Geodetic Survey.

They are the hydrographic survey vessels USC&GSS *Fairweather* and *Rainier*, part of a fleet of 14 operated by the Coast and Geodetic Survey for the Environmental Science Services Administration of the U. S. Department of Commerce.

The 4-million-dollar ships were constructed in Jacksonville, Fla., and will operate in Alaskan and West Coast waters. The 231-foot, 1627-ton vessels are equipped with the latest electronic, depth recording and positioning equipment. The ships will generally chart U. S. coastal waters to help provide safe navigation for commercial shipping and recreational boating. They are also equipped for limited oceanographic surveying of U. S. continental shelf areas.

Each ship has accommodations for 79 officers, scientists, and crew; a cruising range of 8000 miles; and can remain at sea for 24 days. *Fairweather* is named after Fairweather Range and Mt. Fairweather, Alaska; *Rainier* for Mt. Rainier, Wash. Working, living and mess areas are air-conditioned. These include the chart and plotting room; radio room and workshop; and berthing areas. Seawater distillation provides 6000 gallons of fresh water per day.

Fairweather and *Rainier* bring to six the number of Coast and Geodetic Survey ships berthed at the agency's Lake Union base. The others are the USC&GSS *Davidson, Oceanographer, Pathfinder* and *Surveyor*.

★ ★ ★

A TEAM OF SCIENTISTS from the Environmental Science Services Administration recently descended to the top of a mountain.

Descended? Yes—they were exploring an undersea mountain in the North Pacific on which a manned habitat may some day be erected.

The object of the expedition was Cobb Seamount, an extinct volcano which rises almost two miles above the sea bottom to within 108 feet of the surface. The sunken mountain is approximately 270 miles off the coast of Washington State.

The expedition conducted what is probably the most detailed exploration ever made of an undersea mountain. The topography was surveyed from above with electronic equipment, while teams of divers explored its ravines and crevices for animal and sea life.

Cobb Seamount has excited the interest of oceanographers since its discovery in 1950. Of the approximately 100 known seamounts in the area, Cobb Seamount has the only summit known to be well within the region of sunlight. Furthermore, it still retains a basically undisturbed deep ocean environment.

The mountain has a base approximately 10 miles in diameter. It rises gradually and relatively uniformly from the 9000-foot-deep ocean floor to a pinnacle which measures about 500 by 800 yards.

The U.S. Coast and Geodetic Survey Ship *Oceanographer* was used as the base of operations by the scientists and divers.

ONE OF TWO—*USC&GSS Fairweather*, recently commissioned by Coast and Geodetic Survey, will chart coast.

In conjunction with the summit's exploration, *Oceanographer* surveyed the top of the seamount. The survey embraced both the summit and a 30-mile square centered on the seamount. To accomplish this, the ship traveled approximately 1000 miles as she criss-crossed back and forth over the area, gathering magnetic and gravity data as she did so. To aid the ship in determining her position, an acoustic beacon was placed on the summit, which conveyed to instruments aboard the vessel the range and bearing of fixed points.

Data gathered on the expedition may help to establish on Cobb Seamount a multipurpose ocean laboratory.

★ ★ ★

FOOB IS NOT A NOISE, it is the acronym for Firing Out of Battery—an Army artillery weapon with a gun tube which moves forward before firing. When the firing tube is moving fast enough, the weapon fires. The movement of the firing tube reduces the recoil because the recoiling parts reverse direction and return to the starting position.

The weapon is still in the developmental stage, with split-second firing and other problems to be solved. Nevertheless, when the army irons out FOOB's wrinkles, it will have a lightweight, relatively small, and fast firing artillery piece.

Because of its soft recoil and consequent size, the weapon can be emplaced and displaced in a relatively short time, making quick movement from one target area to another relatively easy. Lessened recoil will also improve the weapon's stability and accuracy.

The first FOOB the Army tested fired a 105-mm projectile but engineers are looking toward larger caliber weapons. The bigger pieces will also use the recoil mechanism which the Army Weapons Command regards as one of its more promising artillery research projects.

BIG BOOM — Members of the 3rd Artillery Unit fire a round during a fire support mission in Vietnam.

NAVY NEW

A ship's deck log must always record the important things that happened aboard—events which affect the ship or its crew, or having with history something to do.

There is also a time that it should be in rhyme. For better or worse, and written in verse, it's the midwatch log on January first.

It's a naval tradition. But there is one condition: The OOD, or whoever it be, to whom the job's given, must obey *Navy Regs*, Art. 1037.

From this regulation it can be concluded that lots of detail must be included: which hawsers are tied; the ships alongside; who SOPA might be; the state of the sea; the ship's position; the material condition; the soundings and draft; what objects are aft; and such.

It's not really much. But it can be quite sticky, to write more than a quicky, and often is taxin' to get all the facts in. Still, many watchstanders will, and already have, a good one, well done.

Every year we try to make clear that the judging is done by a panel. A few of the staff first discard all the chaff; then the best of the rest they will channel.

We're pleased to present the winning selections; if you don't agree, make your own elections.

USS Floyd P. Parks (DD 884)

(With apologies to Lewis Carroll's 'Father William.')

"You are old, Father Time," the OOD said,
"And your hair has become very white;
And though you would rather be tucked in your bed,
Please help write the mid-log tonight."

"O, come," said the spirit, "that's not such a curse,
The writing of logs takes no brain;
To set the ship's status to lyrical verse
Is more of a joy than a pain."

"We're moored, O spirit, in a spot that is keen
In the yard of the city Long Beach.
But how do I rhyme that we're at Berth 13?
I fear that is quite past my reach."

"My son," said the spirit, "you're easily floored,
Just listen to hear how it's done.
State Pier One's our place, with the Maddox inboard
(Her hull number's seven-three-one.)"

"You are old, Father Time," the OOD said,
"And the New Year is quickly approaching;
But poetic problems have emptied my head—
Please keep up your excellent coaching."

"O quite," said the sage, "it's no bother at all
Though I've nearly expended my time;
So toss me the problems which cause the most gall
And I'll cleverly put them to rhyme."

"I feel that our SOPA is not hard to rhyme
ComCruDesFlotThree is his title.
Boiler One is lit at this time—
How's that for a poet's recital?"

"Not bad," said the visage, "but let me now tell
What's supplying our lights and our power;
Number one generator is doing it well—
But it's almost the bewitching hour."

"Then quickly, please help," said the young OOD,
"Six mooring lines out hold us fast;
They're standard and doubled, as strong as can be;
But I'm saving the hardest 'til last."

"I see, O young Ensign," said Old Father Time,
"That I have to name ships here in port;
PacFleet units, yard vessels, hardly do rhyme
Though I still think that this is great sport."

"We're done, Father Time," the OOD sighed,
"Though I feel that it's muddled my brain.
We rhymed all the facts, and we never once lied;
Let's do this the next year again."

"My worthy successor," the visage did say,
Contemplating the time and the date,
"Is anxious to help you next year if he may;
Here's hoping your New Year is GREAT!"

—P. N. French
Ensign, USNR

USS William H. Standley (DLG 32)

Well, here we are in Naples Bay,
Moored secure, the Mediterranean way.
Our stern is in to Q Six-Two
With a 9-inch hawser that is sure to do.
Our sturdy anchors are out to the fore,
To prevent our washing upon the shore.
Ninety fathoms of chain on the bow hook are out;
Her sister—to starboard—forty-five about.
At Molo San Vincenzo, here we nest,
With three destroyers to starboard breast;
Securely held, with standard lines doubled,
The four of us to keep untroubled.

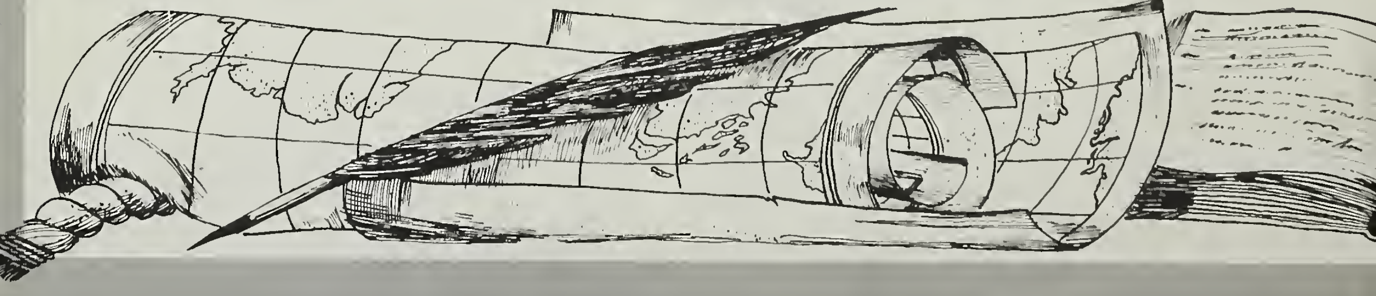
The Laffey, the Fox, the Turner they be —
All part of a group serving our country.
With thirteen fathoms, a bottom of silt;
In muddy water, we're up to the hilt.
Boiler One-Alfa is steaming on line;
All think the engineers are doing fine.

But there's no water here—and no steam there —
And in one faucet, there is only air.
However, all services we get from the snipes
So, possibly, there are no major gripes.
Modified Condition Yoke is set;
Both of our generators are purring yet.

Today is proclaimed by national decree;
Though holiday routine for most it may be,
Our deck force's up early, stirring about —
Sweeping and swabbing and dumping trash out.
Various watches are patrolling on deck
To keep us secure, or it'll be my neck.

Alert and vigilant though we be,
We're thinking of loved ones across the sea.
Other ships are around us: some big, some small,
But all are ready to answer the call.
Across to port the Grand Canyon lies;
A DD tender, she is holding our ties.

Shangri-La, in the outer harbor, she
Is taking the brunt of this wintry sea.
The gray Topeka at the pier has it made,



YEAR'S LOG

1. This year Ensign French has won the top marks, with his log about Father Time's visit to *Parks.*

2. *Standley's* runner-up log came from Chief Huffman (the Third); of New Year's in Naples and Med life we heard.

3. *Dale's* tale was told by Lieutenant De Matta; a frigate the former, a poet the latter.

4. For the boot year's log from the deck of the *Rankin,* it's Chief Warrant Baker we have to be thankin'.

5. For *Alamo's* log Lieutenant Wolfe joined the heroes; but if he'll permit us a whim, we'd like to tell him, that it's not 2400–but four zeroes.

We have added a poem that's different this year, and we must say it offers good Christmas cheer; it's certainly clear Chief Brenner's no fogey, with his tale about *Belknap's* eight-reindeered bogey.

We hope you'll forgive us for using this way to introduce New Year's poetic display. We've been reading deck logs for such a long time that now even we are thinking in rhyme.

If you've stood the first watch this New Year's day, please send in your log without delay.

For she has the admiral and he has the grade.
CruDesFlot 12 is our SOPA this stay
In CLG 8, over the way.

From our mast flies the flag of CDS 8
(Whose return from leave in Rome we await).
Others of LantFlt are here this night —
A modern armada, an awesome sight.
The U. S. and our allies are providing small craft,
Many at work to the fore, a few of them aft.

Some of our sailors are still on the beach
Celebrating — but within our reach.
This is Standley's first, in sixty-point-two.
Our ship is ready — whatever we do.
Now the one best thing we note this day:
Through this deployment we are halfway.
So to all our shipmates and families we say,
"Greetings to you on New Year's first day."

—J. W. Huffman, III
Chief Radarman, USN

USS Dale (DLG 19)

On New Year's morn, while protecting our nation,
We're steaming the waters of southern SAR station.
With 806 on both her sides,
Higbee — our shotgun — not far from us rides.

The captain of our ship is OTC,
And also the SOPA and CTE.
He heads the Element, and tells what to do;
It's seven-seven-point-zero-point-one-point-two.

We're one little unit under ComSeventhFlt
Who fields a team that's quite hard to beat.
One-Bravo, Two-Alfa, are the boilers in use,
And the "B" generators provide us with juice.

These give us the steam to proceed at ten knots,
While changing locations 'tween various spots.
Zero-two-five is the course that we steer,
With Higbee remaining two miles from here.

Two-seven-zero on station she'll bear,
And unless she is lost, she's already there.
We look toward her station and see not a light,
For both ships are darkened throughout the night.

To ensure that our needs for safety are met,
Conditions Three and Yoke are set.
Bcause of this conflict, we're victims of fate,
And the holiday season we can't celebrate,

Our loved ones and friends are at home far from here,
But to them, and to all, a "Happy New Year!'

—Elliott K. DeMatta
Lieutenant (jg), USN

USS Rankin (AKA 103)

A strange relief took place last night,
(Though it happens every year)
It occurred on our quarterdeck;
I was close enough to hear.

The New Year showed up right on time—
A squared-away young boot.
The old OOD heaved a sigh
And gave a tired salute.

The word passed down was not all good,
But the New Year took it well.
I could not understand it all,
But what I did, I'll tell.

"SOPA tonight is PhibGruFour
For the Little Creek retreat.
And here are resting many ships
Of the U.S. Atlantic Fleet.

"While all these ships are on able lot,
Manned by the country's best.
The Rankin, berthed at pier Fifteen,
Stands high above the rest.

"Her lines are doubled, fore and aft;
A wire leads to the shore,
But if it were left up to her and her crew,
They'd rather sail than moor.

"Her engine room is on cold iron,
Her generators still.
That steam line running from the pier
Keeps out the winter's chill.

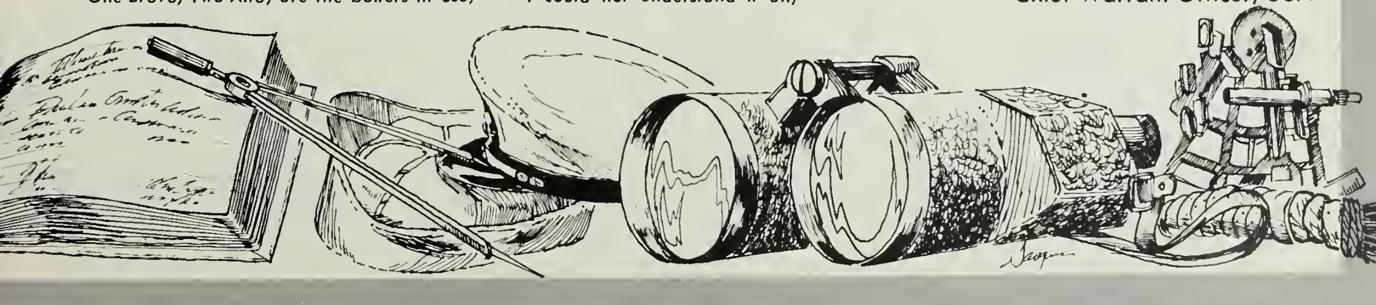
"She also gets electric power,
And fresh water from the beach.
Her men are all turned in below.
Or within an easy reach.

"With modified Yoke below the decks
And material Condition Five,
You may think that she's sound asleep,
But she's really quite alive.

"Now I stand relieved, New Year,
I pass it all to you.
My last fine hour has slid away,
There's no more I can do.

"Except to tell you once again,
Before I cross the brow,
It makes no difference—where or when—
The Rankin's 'Ready Now'."

—Oscar M. Baker
Chief Warrant Officer, USN



USS Alamo (LSD 33)

I've assumed the deck and I do perceive
That it's 2400 this cold New Year's Eve.

It's raining and foggy, so we're harder to see,
For the Alamo's darkened, as is SOP.

On Pt Tinsel we're staying (for that is our station)
Off the coast of Vietnam, to aid this small nation.

We're with Task Group Seven-six-point-five,
Helping to keep Three-slant-one alive.

Boiler One keeps us hot on the line,
And Three and Four generators are doing fine.

Yoke is set, and this ship is uptight,
With readiness Condition IV for the night.

OTC and SOPA are one and the same;
CTG Seven-six-point-five is his name.

As Number Two was lit off, at zero-three-hundred,
"All bells can be answered," the engine-room thundered.

Keeping watch like a hawk, in a spirit of "can do,"
The Alamo wishes Happy New Year to you!

—Ronald D. Wolfe
Lieutenant (jg), USN

USS Claude V. Ricketts (DDG 5)

Claude V. Ricketts is moored very well,
Portside to young Harry Yarnell.
To give our location a definite fix,
It's called Pier Twenty, Berth 206.

The wind is quite slow, a mist is falling,
The lights are all lit, a ship's whistle's calling.
The watches are waiting dawn of New Year's,
Here at the destroyer and submarine piers.

Mooring lines are standard for this type of vessel,
With fore and aft spring lays, so the ship will not wrestle.
Those on liberty are cautioned not to be late
Returning to Norfolk (the city), Virginia (the state).

Telephone and fresh water come from the pier,
Steam and electricity, from the chief engineer.
He is steaming on Bravo boiler this hour,
Generator 1A and 1B for electric power.

'Yoke' fittings and hatches have been secured,
Condition of Readiness Five is assured.
The captain is throwing a party ashore,
With the XO, the wardroom, and so many more.

The ships sitting in port, without any motion,
Are part of the Fleet from the Atlantic Ocean.
Included as well in the harbor today,
Crafts of the District, an assorted array.

CamNavAirLant is SOPA right now,
Watching over us, with the usual know-how.
One thing's certain, we'll stand our watch tight,
And guard our ship's safety from morning 'til night.

–Forwarded by Commanding Officer
USS Claude V. Ricketts

USS Mount McKinley (AGC 7)

The Seventh Fleet PhibFour flagship are we;
Sailing alone in the South China Sea.

After upkeep in Subic, we're proceeding again,
We'll operate soon in Da Nang RVN.

As the gyro shows our way so true,
We've set our course at three-two-two.

Both our boilers are making steam,
We're sailing now at knots 13.

At darken ship we steam through the night,
But the captain says: "Burn Nav lights bright."

The ship is in Condition IV, Condition Yoke is set;
With engine room in Condition I, any challenge will be met.

ComSeventhFlt's sked is our current guide;

USS Belknap

Note: This was not submitted as a New Year's log but as a Yuletide offering. It is

On the night before Christmas
Off the Vietnam coast,
Sat the Belknap, on PIRAZ,
Like a silent, gray ghost.

While all over the world,
Folks were joyous because
They soon would be visited
By old Santa Claus,

Out here on the Two-Six,
In warm Tonkin Bay,
We feared that old Santa
Would not get this way.

Those here in the Belknap
Must all be contented
To wait until next year
To get snow-oriented.

And so all of our thoughts
Were on normal routine;
We'd just make the best
Of this one-in-three scene.

When out of the north,
Like a low sweeping hawk,
Came a fast-moving bogey,
Without any squawk.

"Get the CAP headed out;
Train directors," said SWIC;
"This must be some kind
Of Vietnamese trick."

On the radar this target
Was an odd-looking kind;
It appeared as eight small ones
With a large one behind.

The OOD ordered "Sound G.Q.
Man up on the double;
Call the captain right now,
It sure looks like trouble."

When out of the dark,
and overcast skies,
There appeared a strange target;
We all rubbed our eyes.

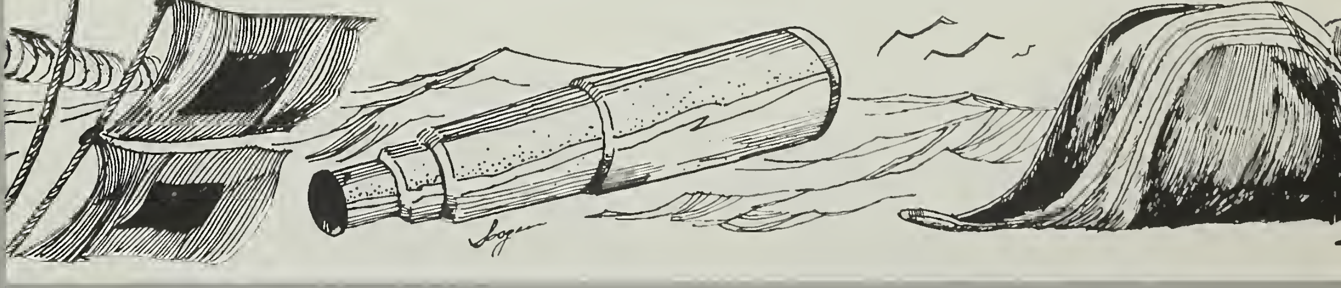
"It isn't a plane,"
Starboard lookout said;
"It looks like eight reindeer,
Pulling a sled."

It circled us twice,
Went away, then came back;
And finally landed,
On our forward mack.

"Tell the snipes," said the OOD,
"Put no smoke in the air;
For believe it or not,
Old Santa's up there."

Sure enough, there he was,
Round and jolly was he;
He came to the bridge,
And grabbed the M.C.

In a loud, booming voice,
So that we could all hear,



Even with changes we take it in stride.

Aboard is SOPA and OTC,
ComPhibForSeventhFlt: he.

The hours have passed and my relief is
now here,
So to all a good night and a Happy New
Year!

—C. W. Fatzinger
Lieutenant (jg), USN

USNF San Nicolas Island, Point Mugu

New Year's Day and here I am
Writing in this log again.
Fifty miles out to sea —
SNI, the watch, and me.

Our island here has not much size;
Off California's coast she lies,
Anchored to the ocean's floor;
The swells do break upon her shore.

And yet I dreamed the other night
She broke the bonds that hold her tight,
And at her stern a salty breeze
Sailed her through the open seas.

'Tis true, San Nic no seas will sail,
But in her mission she'll not fail,
For her captain and his men
Are 'mongst the best, I do commend.

While sitting here I've time to ponder,
And last year's memories grow fonder.
'Tis quite an honor, they say to me,
To write the New Year's first entry.

And since I'm one to share good things,
In my heart a kindness sings,
Mayhap next year at this time
The pleasure will be thine, not mine.

So proudly I sit down to write
Into the dawn's first morning light —
To salute you all in this New Year:
Good health, God's blessings, and much
cheer!

—D. E. Hitchcock
Ensign, USN

U. S. Naval Mobile Construction Battalion Seven

Condition THREE — and the moon's not too
bright,
I hope it stays quiet the rest of the night.
The "Bravo" Marines are snug in their beds,
While Seabee sentries are watching for Reds.
We've just bid farewell to our advance
party;
Fifty-three's welcome was certainly hearty.
The long summer's gone with its sweltering
heat,
We've endured monsoons daily, from our
head to our feet.
We have taken tough jobs and accomplished
them well,
Seven's fame is assured — for quite a long
spell.
Just three weeks to go 'til that long-dreamed-of day,
And its joyous reunion a half-world away.
On review of this entry it is certainly clear,
No poet I, but a civil engineer.

—Lewis A. Kurtz
Lieutenant, CEC, USN

USS Holland (AS 32)

The night is dark; the wind is calm;
A misty rain is falling.
'Tis New Year's Eve this very date —
As you can see, I'm stalling.

Charlie is the name of the pier.
Mediterranean is the moor.
If I had had the four to eight,
I could write: Moored as before.

U. S. Naval Weapons Station
At Charleston is the place.
With SSBNs alongside
Polaris sets the pace.

James Madison is outboard
Of Lewis and Clark to port,
While to starboard is Nathanael Green,
Our services to court.

Sam Houston and Alamogordo
Are the other ships now here,
As miscellaneous services
We receive from the pier.

I must mention SOPA
Who is ComSubFlot Six;
For at the end of this entry,
My name I must affix.

And now as I do reach the end
My heart is filled with cheer.
From all aboard the Holland,
A very happy New Year!

—R. B. MacGregor, Chief Interior
Communications Electrician, USN

(DLG 26)

being published now because it adds a lot
to the Season's cheer.

He said, "Hi, Belknap sailors,
I bring you good cheer!

"I have heard of the job
That you all have done,
And I have here a present
For each and everyone.

"To the snipes, who, when
fueling,
Right now must hide,
Haze-gray-colored oil,
For splashing the side.

"Chiefs Gaskins and Setnik,
And all of your crew,
A dry sonar dome,
Is my present to you.

"I have heard of the work,
That you gun types have done,
So I have here, for you,
A new mount fifty-one.

"The RM's are busy,
Changing equipment around;
So for you a new squawkbox,
Without any sound.

"To each boatswain's mate,
A pipe of your own,
With a set of instructions
On how they are blown.

"And to the chiefs' quarters
Some things you can use:
Twenty-six bunnies —
But not any booze!

"As for you, Chief Davis,
Wrapped up in this wreath
Is a brand-new meat grinder,
With nine thousand teeth.

"XO, I have here,
A pennant I fear;
One side says 'Boston,'
The other 'Wait 'til next year.'

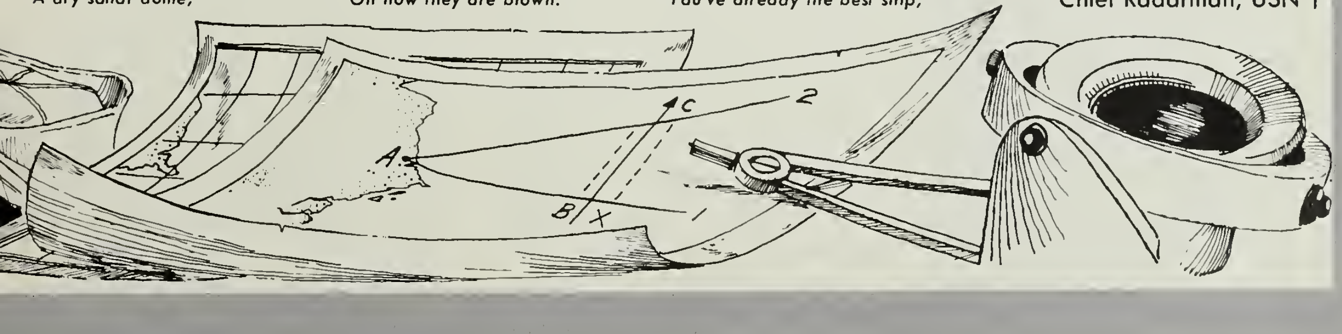
"Captain Aldrich, there's little
That I can give you;
You've already the best ship,
And by far the best crew.

"And the rest of you fellows,
On this far, distant shore,
My hopes that you'll soon
Be back home from this war."

And so saying he leaped,
To the top of the mack;
As his sleigh started rising,
He turned and looked back,

Said, "Goodnight, Belknap sailors"
And with a wave of his hand;
"I salute you and your ship,
You're the best in the land."

—Robert F. Brenner
Chief Radarman, USN



TODAY'S NAVY

ON PATROL—Navy helicopters whirl along during Operation Game Warden patrol over the Mekong Delta in South Vietnam.—Photo by Dan Dodd, PH1.

Bess Was No Lady

Typhoon Bess had a stranglehold on YFU 54. In the huge winds and heavy seas, the small harbor craft had lost her anchor, her rudder, and all but one engine and generator. She was taking on water, as she made repeated futile attempts to make it back into Da Nang harbor. What she needed was the help of a towing and salvage vessel. None was available.

Just about the time things were looking bleakest for Boatswain's Mate 1st Class R. Erwin and his 14-man crew, a lookout aboard the tank landing ship USS *Coconino County* (LST 603) spotted the small vessel's breakdown lights.

Lieutenant Steven L. Turner, commanding officer of the LST, knew he could do nothing to help while the seas were still typhoon-size. He did the next best thing. He kept the floundering craft in sight, and waited.

The next morning, word came from Da Nang Control to take the harbor craft in tow. *Coconino County* passed over a tow wire. No good. YFU 54 could not make it fast, because the craft had no winch. Finally, a six-inch nylon line was successfully rigged. By this time both ships had drifted over 120 miles northeast of Da Nang. The long tow back to the safety of Da Nang harbor was to be frustratingly slow.

At times progress was nil. The LST kept tugging. Finally, the seas calmed a bit, and YFU 54 was towed into the harbor. The ordeal had lasted four days. *Coconino County* had broken Bess's grip.

Floating Workshop to Vietnam

The U. S. Navy recently transferred ownership of YR 24 to the Republic of Vietnam. The 150-foot vessel will be used to repair Vietnamese gunboats.

The ship's five workshops are equipped to repair or fabricate equipment ranging from a diesel driveshaft to the gyro-compass used aboard Vietnamese Navy patrol boats.

South Vietnam's recent acquisition will be manned by an RVN crew of two officers and 135 enlisted men. It represents a major step toward self-sufficiency for the Vietnamese Navy which, in recent months, has also taken command of six landing craft mechanized minesweepers, eight high-speed river patrol boats and four *Swift* boats.

Sea Dragon Ends

Ships of the Pacific Fleet Cruiser-Destroyer Force recently ended two years of surface action off the coast of North Vietnam.

Operation Sea Dragon, which began in October 1966, has ended. Its object was to destroy the North Vietnamese waterborne logistics craft carrying arms and materials from the north to enemy troops in South Vietnam. In February 1967 the scope of Sea Dragon widened to include naval bombardment of artillery targets ashore in North Vietnam.

Before the advent of Sea Dragon, enemy small craft roamed the coast with impunity. During the first two months of coastal interdiction operations, 1378 small craft were sighted. Of these, 337 were destroyed and 327 damaged. As the tempo of Sea Dragon operations increased, the number of sightings dwindled and the flow of men and supplies to the south by sea was substantially reduced.

During these operations, Sea Dragon ships destroyed over 40 coastal gunsites and many more were bombarded without the benefit of gun damage assessment.

Other inland targets fired on by destroyers and cruisers included bridges, trucks, ferries, piers, roads, wharfs, troop concentrations and various military structures.

Henderson's Back Again

The destroyer USS *Henderson* (DD 785) has completed her 16th deployment with the Seventh Fleet.

Henderson spent most of her latest six-month stint at sea, including one 45-day period on search and rescue duty during which she was never off station for more than a four-hour stretch.

One of *Henderson's* primary duties during the cruise was gunfire support for troops ashore. Her gunfire caused considerable distress to the enemy, including damage to 72 structures, three bunkers, a cave, and hundreds of yards of trenches. Nearly every night, the versatile destroyer's harassment and interdiction fire restricted the movement of Viet Cong troops and supplies.

Along with these active duties, *Henderson* also played the waiting game of search and rescue station. There she monitored carrier strikes against North Vietnam. watched for enemy threats, refueled helicopters in flight, and waited for the call from any pilot in distress. She assisted in the rescue of five downed airmen.

The time in between gunfire and rescue duties included periods of antisubmarine screening and lifeguard destroyer duties for the aircraft carriers on Yankee Station and in the Sea of Japan. At one point, *Henderson's* 1944 vintage engineering plant had to be coaxed to keep up with the fast-pacing USS *Enterprise* (CVAN 65).

Holy Loch's Cranes

The U. S. Navy's *Polaris* base at Holy Loch had a problem. Two of its floating drydock cranes were so tired from age and heavy use that they had to be repaired or replaced. Either way it would cost a bundle.

A search for a third alternative provided clues to some unused World War II cranes which had been taken apart at war's end, stored somewhere and forgotten.

Detective work located the missing cranes in a Port Hueneme warehouse and Holy Loch came within a trice of new lifting power, but there was a hangup—the plans for assembling the equipment couldn't be found.

Hueneme's Seabees had a multiton steel jigsaw puzzle which had to be put together, made to operate, then torn down for shipment to Holy Loch.

The Seabees did the job at Hueneme but the problems encountered there were dwarfed by those which surfaced like the Loch Ness monster in Scotland.

A floating drydock which was to receive the equipment, had walls which rose 40 feet above the water —too high for any of Holy Loch's floating lift power.

The problem was solved by submerging the drydock while the work was in progress.

While assembling the crane, the installation crew kept watch for condensation which could damage the living quarters and shops within the drydock's walls. After 11 days, however, the dock was returned to the surface still dry.

There were other difficulties, too, and plenty of them. But all were overcome and Holy Loch's floating drydocks again have serviceable cranes—at a substantial saving to the Navy.

TOUR OVER—Floating barracks ship, APL 5, is going to Naval Repair Facility, Yokosuka, Japan. APL 5 was last barracks ship in I Corps area of Vietnam.

Apple 5 Says Farewell

She was novel at first, looking something like a Mississippi river boat without a paddle wheel. But gradually her less than streamlined figure blended with the Vietnamese background and before long only newcomers gave her the once-over, briefly.

Nevertheless, USS *APL 5*—she has no other name—proved extremely valuable in Da Nang.

As a barracks ship, she provided messing and air-conditioned berthing for almost 650 Navymen, many of whom are assigned to Coastal Division 12, a *Swift* boat outfit. Her regular crew consisted of 65 enlisted men and six officers.

Other than food and lodging, *APL 5* provided the men with laundry service, a ship's store, both medical and dental facilities, and various recreational activities. All this has now been shifted to new construction on the grounds of the Naval Support Activity, largest overseas U. S. naval shore command.

Meanwhile, the barracks ship, last of her type to serve in the I Corps (the five northern provinces of South Vietnam), has moved to the Naval Repair Facility at Yokosuka, Japan, where she will undoubtedly reflect a rather novel image—for a while, anyway. —Rich Lizotte, JO3, USN.

This MUSE Is Enlightening

When a ship shuts down her engineering plants. she becomes "cold iron." To continue functioning, electrical power and steam usually stem from ashore.

But not always.

In Norfolk, for instance, three Atlantic Fleet Service Force cold iron ships were kept "warm" recently by

A REAL CHARGER—MUSE barge supplies electrical power and steam to cold iron ships in port at Norfolk.

a floating power source, a self-contained Mobile Utilities Support Equipment (MUSE) barge. Called the YFP 11, the barge's boiler, large enough to develop steam up to 60,000 pounds per hour, and its generators, designed to produce up to 2400 kilowatts of AC electrical power and 600 kilowatts of DC power, kept alive simultaneously the Fleet oilers USS *Chukawan* (AO 100) and *Neosho* (AO 143), and the ammunition ship *Shasta* (AE 6).

Depending on their size and need, ships in port usually require no more than 4000 pounds per hour of steam per line; cruisers may have up to four shore lines. Their electrical need also varies with size and requirement. However, the capability of the MUSE barge permits several ships—some as large as aircraft carriers—to be serviced at one time.

Modification of the barge for cold iron ships began early in 1967 when the Atlantic Division of the Naval Facilities Engineering Command took charge and towed the non-self-propelled, covered lighter YFN 1207 from Orange, Tex., to Key West for conversion. The barge then was transferred to Norfolk.

Four Go Out of Service

Four Atlantic Fleet Amphibious ships have been decommissioned. They are the two attack transports *Telfair* (APA 210) and *Monrovia* (APA 31), the attack cargo ship USS *Oglethorpe* (AKA 100), and the high speed transport USS *Kirwin* (APD 90).

The 491-foot *Monrovia*, originally built as a commercial steamship, is the oldest of the two APAs being inactivated. She was commissioned in Baltimore on 1 Dec 1942.

Monrovia began her career in the Atlantic, and received her first battle scars during the Sicilian landing in 1943. After returning to the States, she was transferred to the Pacific for the remainder of the war.

She was decommissioned in January 1947, then recommissioned in 1950 after the outbreak of the Korean conflict. The ship joined the Atlantic Amphibious Force in December 1950 and that year made the first of her many Mediterranean cruises.

Telfair was first commissioned in San Francisco on 13 Oct 1944.

From March to April 1945, she played an active part in the invasion of Okinawa. She crossed the Pacific four times before she landed units of the occupation forces at Kure, Japan, in October 1945. She was decommissioned in January 1947 after completing "Magic Carpet" duty, returning troops to the United States.

The Korean conflict brought *Telfair* back to active duty in September 1950. She deployed to the Far East six times over the next eight years, taking part in exercises with

MIDSHIPMEN CRUISE—*Above left:* Prairie View A&M College midshipmen watch LSO bring aircraft aboard *USS Lexington* during NROTC cruise. *Above right:* Airman Howard Hohnson discusses flight deck equipment with middies. *Below left:* Airman Daniel Highfill explains flight deck operations to midshipmen Charles White, *center,* and Robert Williams, *right. Below right:* USS *Lexington* (CVT 16) cruises in the Gulf of Mexico during a lull in flight operations schedule. —Photos by R. Milton, Photographer's Mate 1st Class, USN.

USS LE TON
HT-8
HT8
H-9
H-9
OC

About-Face UnRep

While taking supplies from the general stores ship USS *Pollux* (AKS 4), the hospital ship *Repose* (AH 16) received word that a helicopter carrying wounded was arriving from Dong Ha, near the DMZ.

Ordinarily, this would pose no problem. Casualties are brought to the ship's small flight deck under almost any situation.

In this instance, however, not only did the helicopter have an emergency patient on board, it was experiencing a mechanical emergency of its own, and the pilot was unsure of making the ship safely. He asked that she rendezvous.

Rather than break away the unrep, both skippers decided to remain rigged. They reversed course, 180 degrees, and together headed toward the crippled 'copter which landed on board with its last gasp of power.

The maneuver went off without a hitch. But it required the utmost of precise timing and coordination, since a normal replenishment course varies only a degree or two.

—Richard N. Edwards, JO2, USN.

Seventh Fleet and SEATO units.

Telfair was called to service again in November 1961 after a three-year retirement. She was recommissioned for the third time in San Francisco and shortly thereafter sailed for her new home port of Norfolk for duty in the Atlantic.

Oglethorpe was launched in April 1945 and commissioned that June at the Navy Yard in Brooklyn. She has participated as a unit of the amphibious forces of both the Atlantic and Pacific fleets.

Originally commissioned 4 Nov 1945, at the Philadelphia Navy Yard, *Kirwin* had one of the briefest postwar histories of any Navy ship. It consisted of a two-day shakedown cruise, about 45 hours underway, four commanding officers, a rapid turnover of crewmembers, and two yard availabilities. She was decommissioned in April 1946.

After being in mothballs for nearly 20 years, *Kirwin* was brought back into service on 15 Jan 1965, when the crew of USS *Earl B. Hall*, then APD 107, became *Kirwin's* crew in a combined decommissioning-recommissioning ceremony.

Bandleader Piped Ashore

After being immersed in Navy music for 32 years, Lieutenant Commander Anthony A. Mitchell, USN, Leader of the U. S. Navy Band, has retired.

Commander Mitchell has been the Navy Band Leader since 1 Mar 1962, only the third musician to attain the position in the band's colorful history.

He was born and raised in Clearfield, Pa., and it was evident early that he would become a musician. His father, an instrumentalist himself, insisted that his nine children be brought up to appreciate good music. Anthony, at the age of five, decided on the saxophone as his chosen instrument. In the next few years, however, he became accomplished on percussion, string and reed instruments.

He joined the Navy 18 Nov 1936, and started his new musical career at the Navy's School of Music in Washington, D. C., where he graduated with top honors.

Since becoming a member of the Navy's "official musical representatives" in April 1938, he has demonstrated extraordinary ability as a soloist, conductor, composer and administrator.

BANDMASTER RETIRES — Lieutenant Commander Anthony A. Mitchell recently retired from the Navy after 32 years in the field of music. He has been Navy Band director since March of 1962.

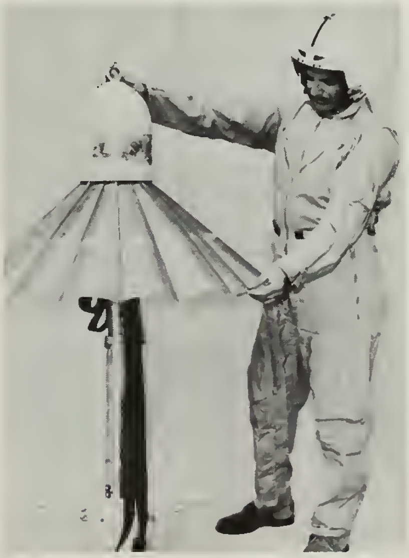
For many years, he served as leader of the popular dance band, and at the same time was solo clarinetist with the concert band and orchestra. He also found time to earn his Bachelor of Music degree from Catholic University.

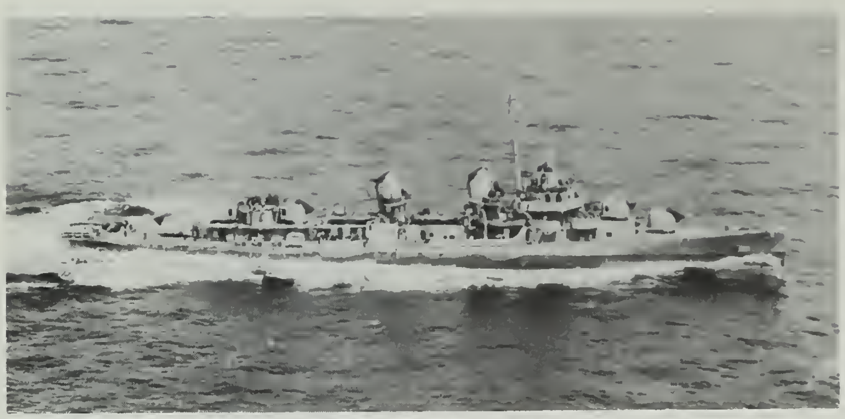
He was appointed Third Leader, with the rank of Warrant Officer in July 1956, and was made Lieutenant when he became the band's Assistant Leader in September 1960. While holding that position, he was honored by the District of Columbia for composing the official march of Washington—"Our Nation's Capital" —which he introduced at a Navy Band concert in 1961. He was promoted to lieutenant commander 12 Mar 1964.

As a member of the American Society of Composers and Publishers, he has published several compositions, including the official marches for the District of Columbia, the National Capital Parks, and the John F. Kennedy Center for the Performing Arts.

Lieutenant Commander Mitchell was recently awarded the Degree of Doctor of Music, Honoris Causa, from Saint Francis College in Loretto, Pa.

POPPINS UMBRELLA—The new jungle-penetrator rescue system includes a pop-out umbrella to protect rider from heavy jungle foliage while being lifted by a helo.





USS Cogswell (DD 651) is shown underway in 1945, above, and encountering heavy seas while pulling alongside USS Ticonderoga, below.

Crewmembers man the rail in photo below, which shows how the much-traveled destroyer looks today.

Underway as Before

"Underway in company with USS *Young* en route San Diego, Calif., to Pearl Harbor, territory of Hawaii, in accordance with ComEleven Serial 0-4983 of December 1943. Officer in tactical command Commander Destroyer Division 100 in *Cogswell*."

Thus began the first combat deployment for USS *Cogswell* (DD 651) to the Western Pacific. Now 25 years and 12 deployments later, still underway and still in combat, *Cogswell* celebrates the silver anniversary of her commissioning in those same waters as a unit of Task Force 77.

Named in honor of Rear Admiral James K. Cogswell and his son, Captain Francis Cogswell, *Cogswell* was built in less than seven months at Bath, Maine. The keel of the 2050-ton destroyer was laid on 1 Feb 1943; she was launched on 5 June; and commissioned on 17 August in Boston, Mass.

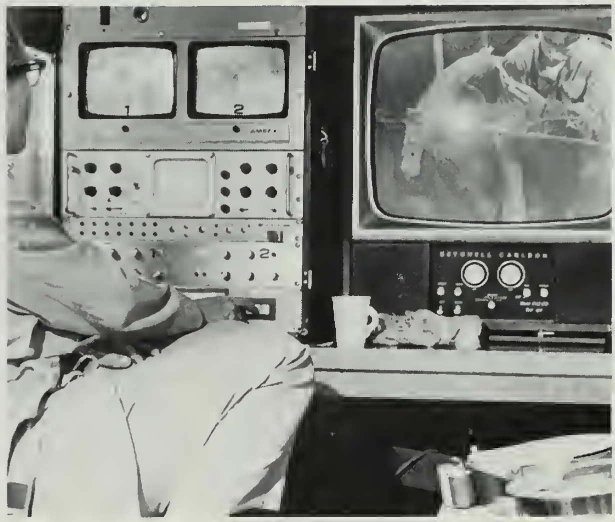
Built to last through six months of combat or, at best, until the end of the war, *Cogswell* and other ships of her class have long outlived these early expectations. Twenty-five years of keel-straining work have left her somewhat worn, but far from outpaced by even the newest guided missile frigate of the destroyer force.

In 1944 she protected and screened WW II carriers *Bunker Hill*, *Hornet*, *Ticonderoga* and *Enterprise;* today she escorts the carriers of the Fleet such as *Constellation*, *Forrestal*, *Kitty Hawk* and *Ranger*. In 1944 *Cogswell's* guns were used against the Marianas and the Marshall Islands. Today they are trained in support of the Republic of Vietnam.

Cogswell's record is marked by participation in virtually every major Pacific campaign and crisis during her years of service.

In January 1944 *Cogswell* joined in the Marshall Islands campaign; and in February and April the assault on Truk. That year also saw *Cogswell* at the Marianas Turkey Shoot where she shot down two and damaged two enemy aircraft. After Saipan, Tinian and Guam, *Cogswell* fought a surface action off Iwo Jima in August 1944, where she assisted in the sinking of the Japanese cruiser *Pama* and escort *Hatsutsuki*. In October *Cogswell* was present at Leyte Gulf and with DesRon 50 she aided in the mop-up operations against the Japanese northern force.

As part of the U.S. Third Fleet



TELETEACHING—Individual instruction is video-taped for future classes. *RT:* Audio and video are monitored.

Cogswell found herself in the midst of the 1944 typhoon which saw the loss of three destroyers and severe damage to more than 28 other ships. *Cogswell* rode out this storm, without the loss of a man and later recovered personnel from USS *Hull* (DD 350) which had capsized some 46 hours earlier.

In 1945 Okinawa was the scene of tragedy for many destroyers, but *Cogswell's* tour of radar picket duty left her unscathed. Soon after the Okinawa campaign, she participated in raids on the Japanese home islands. On 27 Aug 1945, *Cogswell* steamed into Tokyo Bay as a part of the first occupying forces and remained in Japan as part of this force until January of 1946, long after most of her sister ships had returned from the war.

With World War II behind her, *Cogswell* was placed in the reserve fleet early in 1947.

In June 1951, however, the Korean conflict resulted in *Cogswell's* return to commissioned service. In 1953 she sailed from the East coast to the Western Pacific, operating for four months in support of UN forces in Korea before returning to her new home port of San Diego as a unit of Destroyer Squadron Twenty-One.

The following year saw *Cogswell* participating in the evacuation of Nationalist Chinese forces from the Tachen Islands off the China mainland followed by frequent assignments on Formosa patrol in the ensuing years.

The year 1958 found *Cogswell* at Johnson Island for the nuclear test series. There followed patrol duties during the Quemoy-Matsu crisis off the mainland of China and in 1960-61 *Cogswell* participated in operations in the South China Sea during the Laotian crisis in Southeast Asia.

Upon returning to the West Coast in 1962 she sailed for the Panama Canal zone as escort for an amphibious task force when the Cuban crisis arose in October. *Cogswell* is now on her fourth deployment in Vietnam. Since 1965 the ship has operated on Market Time, Sea Dragon, Yankee Station and other missions in support of Vietnam operations.

Today, her duties as an escort, gunfire support ship, patrol ship, antisubmarine warfare ship, rescue destroyer or any of the multitudinous tasks are taken in stride.

Sandcaster Makes the Scene

The Navy is maintaining access to LST ports in Vietnam with a new kind of dredge. The first to make the scene is *Sandcaster,* a 104-foot-long vessel with a 30-foot beam and a draft which permits operation in very shallow water.

The dredge employs a relatively new technique called sidecasting—drawing material from the bottom through drag arms on either side of the vessel. The material then passes through a centrifugal pump to be discharged through a rotating boom and dispersed by natural currents.

Sandcaster's bridge and sleeping quarters are air-conditioned and the living accommodations will take care of 11 men.

The vessel is propelled by a 350-hp diesel engine and the pumping system consists of a 12-inch centrifugal dredge pump driven by another 350-hp diesel coupled to the dredge pump by chain drive. Two 50-KW generators provide other necessary power.

Sandcaster was built by the Pearl Harbor Shipyard on a yard seaplane derrick hull. It is capable of dredging to depths up to 20 feet.

DIG THIS—Navy's new dredge, called *Sandcaster,* is maintaining access to LST ports in Vietnam. *Sandcaster* uses a new technique called sidecasting.

The Nautical Mile Race—A Growing Tradition

The tradition-making Eleventh Naval District Annual Nautical Mile run has come off with a flourish, for the second year in a row at Valley Plaza Park, adjoining the North Hollywood Naval Reserve Training Center. Sponsored by Division 11-35 (L) the race drew participants from numerous Naval Reserve centers in California.

The 6076-foot, cross-country course was laid out around the rolling park, which was described as challenging by some participants and grueling by others. The actual distance covered was greater than the standard mile's 5280 feet by 265 yards and 1 foot.

The runners were divided into two classes, those under 40 and those over. Gleaming trophies were presented to the first five finishers in each class.

In the under-40 class, the winner was Seaman Recruit Mike Wagenbach of Reserve Division 11-9 (MTD), North Hollywood. His time was 5 minutes, 37 seconds, somewhat slower than the pace of last year's winner, Quartermaster 3rd Class Jay M. Romais, USNR, who still claims the world record of 4 minutes and 49 seconds. Second place was taken by Seaman Jim Garrecht of the guided missile light cruiser *Oklahoma City* (CLG 5); third place, Seaman Apprentice Richard Frey of 11-9 (MTD), North Hollywood; fourth place, Postal Clerk 3rd Class Richard Steele of 11-20(L), Compton; and fifth place, Ship's Serviceman 2nd Class Michael Ayers of 11-35(L), North Hollywood.

NAUTICAL MILERS — Senior class champion of 11th Naval District run was Commander Earl Rippee (left). Open champion (right) Seaman Recruit Mike Wagenbach completed his nautical mile in 5:37. —Photo by Herb Carleton.

The senior class (over 40) champion was 11-35(L)'s Commander Earl Rippee, who repeated his win of last year. He "whizzed" around the track in 7 minutes, 15 seconds. More or less breezing around the course were: Captain Phillip King of 11-9(M), North Hollywood, second place; Lieutenant Commander Marvin Wallingford of 11-12(CB), North Hollywood, third place; Chief Personnelman Jose Rodriguez of 11-37, Pasadena, fourth place; and Chief Machinery Repairman John Kolstad of 11-26(L), who journeyed all the way down from Bakersfield to capture fifth place.

Representing Rear Admiral M. E. Dornin, Commandant Eleventh Naval District, Rear Admiral Charles M. Paxton, USNR, assisted in presenting the trophies to the class winners. The admiral had ample help in the lovely forms of Michelle Hamilton and Lara Mishoff.

Of the 34 men who started the race, all 34 finished. The yearly fun was originated last year by 11-35(L)'s commanding officer CDR Earl F. Rippee, for the purpose of expanding interest in physical fitness and Reserve program.

Special awards were presented to two special participants. They were Commander John Perrodin, whose age of 39 meant that he had to compete with all the young fellows; and Chief Electrician's Mate Donald Stevens, who at 53 was the oldest man to complete the race.

Next year there are plans to repeat the race and the goal is nationwide participation.

Commander Hazel P. McCree, USN
Navy Nurse

Named as Commander

Navy Nurse Hazel P. McCree has been selected for promotion to commander, the first Negro woman ever to be named to that rank in the Nurse Corps. LCDR McCree is a graduate of New York's Harlem Hospital School of Nursing and Columbia University Teacher's College, where she earned a bachelor's and master's degree in student personnel administration.

Commander-designate McCree entered the Navy in 1956, serving thereafter at four military hospitals before reporting to her present assignment at Balboa Naval Hospital in San Diego, Calif. Her sister, Dorothy, is also a Navy nurse, with the rank of lieutenant commander. The McCree sisters are from Cambridge, Mass.

New Reserve Training Ships

Reserve training resources have been improved with the transfer of six destroyers, five destroyer escorts and nine minesweepers from the active Fleet to the Naval Reserve Training Command.

Older and smaller types previously used by the Reservists for antisubmarine and mine warfare training will be phased out of service.

- The ships joining the Reserve training program, and their new homeports, are:

East Coast—uss *Harlan R. Dickson* (DD 708), Boston; *Conway* (DD 507), *Cony* (DD 508) and *Eaton* (DD 510), Philadelphia; *Beatty*

(DD 756), Tampa, Fla.; *Mills* (DER 383), Baltimore; and *Gyatt* (DD 712), Washington, D. C.

Also, *Bluebird* (MSC 121), Fort Lauderdale, Fla.; *Frigate Bird* (MSC 191), Portsmouth, N. H.; *Hummingbird* (MSC 192), South Portland, Maine; *Jacana* (MSC 193), Fall River, Mass.; *Kingbird* (MSC 194), Pensacola, Fla.; *Limpkin* (MSC 195) and *Meadowlark* (MSC 196), Perth Amboy, N. J.; *Parrot* (MSC 197), Atlantic City, N. J.; and *Shrike* (MSC 201), Wilmington, N. C.

West Coast—*Bauer* (DE 1025), San Diego; *Hooper* (DE 1026), Long Beach; *Evans* (DE 1023) and *Bridget* (DE 1024), Seattle.

Over-all, the number of DDs and DEs assigned to the Reservists remains at 35. One yet-to-be-named DD will join the East Coast reserve training program later.

• Ships scheduled for deactivation are:

Barton (DD 722) and *Snowden* (DE 246), Philadelphia; *Darby* (DE 218), St. Petersburg; *Roberts* (DE 749), Baltimore; *Loeser* (DE 680), Washington, D. C.; *Tills* (DE 748), Portland, Me.; *Albert T. Harris* (DE 447), Whitestone, N. Y.; and *Crow* (DE 252), Galveston, Tex.

Also *Walton* (DE 361) and *Alvin C. Cockrell* (DE 366), San Francisco; *McGinty* (DE 365), Portland; and *Charles E. Brannon* (DE 446), Seattle.

• In NRTC homeport changes, *Whitehurst* (DE 634) moved from Seattle to Portland, *Tweedy* (DE 532) from Pensacola to St. Petersburg, and *J. Douglas Blackwood* (DE 219) from Philadelphia to Whitestone, N. Y.

• The MSC moves increased from 12 to 14 the number of ships in the Reserve Mine Warfare training program. Those deactivated, and their old home ports, are:

Reedbird (MSCO 51), Portsmouth; *Siskin* (MSCO 58), South Portland; *Turkey* (MSCO 56), Fall River; *Fulmar* (MSCO 47) and *Lorikeet* (MSCO 49), Perth Amboy; *Linnet* (MSCO 24), Atlantic City; and *Plover* (MSCO 33), Wilmington.

• Unaffected on the West Coast were *Cormorant* (MSC 122), San Pedro; *Thrasher* (MSC 203), Treasure Island; and *Ruff* (MSCO 54), Everett, Wash.

FROM THE SIDELINES

Bob Huscher, Aviation Machinist's Mate 2nd Class, has equipped his sled with wheels for practice year-round in preparation for those big winter snowfalls.

He practices sledding on Naval Air Station Twin Cities prairie land, but his dreams take him to the snowy highlands of Alpe d'huez, France, where he and fellow Navyman Lieutenant Paul Lamey streaked to sixth place in the 1968 Winter Olympic bobsled competition.

Practice throughout the year is necessary in bobsled competition where speeds of 90 miles per hour are attained and fractions of a second may mean the difference between victory and defeat. So Petty Officer Huscher performs his brakeman's duties of starting the sled with a push and jumping on for the ride around the Station's baseball field while waiting for the wheels to come off his sled.

Huscher explains the brakeman's job on a two-man sled simply as, "Getting the sled off the top of the mountain as fast as possible, and climbing aboard without upsetting the sled."

In addition, the brakeman prevents accidents by shifting his weight and finally brings the speeding sled to a halt at the end of the ride which averages about 70 miles per hour

The Navy's Olympic bobsledders began training as a two-man team in 1962 while on recruiting duty in New York, near Lake Placid (which contains the only bobsled run in the U. S.).

Although Huscher is a licensed bobsled driver, he prefers the position of brakeman, and after years of practice the team of Huscher and Lamey runs smoothly. Smoothly enough to participate in the 1968 Olympics, take fourth place in the 1968 European Championships, third place in the North American bobsled competition and second place medals in the AAU's two-man division and the International Gold Cup race.

The next stop for the Navy's sledding twosome is the World Bobsled Championship which will be held next month at Lake Placid.

★ ★ ★

It's hard enough to win an All-Navy championship, but when after winning you still don't get first place honors, it's enough to shatter even the most poised athlete's nerve endings.

Yeoman 2nd Class Pat Bracale took the 1968 All-Navy Women's Singles Tennis title at Newport, in fact, but lost the same title in the November ALL HANDS, in print. Due to a typographical error, Pat wound up second best in the All-Navy and Interservice tennis report. The score was correct, 3-6, 6-3, 6-2, but Yeoman Bracale won the match in three sets, not Lieutenant Lena Hartshorn who was runner-up.

Lieutenant Hartshorn will have to settle for her silver All-Navy award for second place, because this year's first place plaque went to deserving tennis buff Pat Bracale. Our apologies, Pat, for headache number nineteen hundred sixty-eight.

—Larry R. Henry
Journalist 2nd Class, USN

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Aircraft Units Aren't Commissioned

Sir: My old air squadron was ordered "disestablished." I do not question the Navy's decision to do away with the squadron, but I do wonder why it was "disestablished" rather than "decommissioned."

Isn't an air squadron a commissioned unit?—C. I. S., CDR, USN.

• *No. Aircraft squadrons are established and disestablished, not commissioned and decommissioned.*

To avoid a semantic hangup, let's limit discussion of "commission" to generally accepted nautical and military usage.

A ship is commissioned when it is placed into service and decommissioned when it is taken out.

An aircraft, air squadron, service craft, or other unit not considered a "ship" by naval definition, is established/disestablished, activated/deactivated, or placed in service/out of service, as appropriate.

As you know, a commission also is the certificate issued by the President which confers military rank and authority to an officer.—Ed.

More Gundeck

Sir: I think I can add to the discussion of "gundeck" (All Hands, September 1968).

It is my understanding that the term, as used to mean alter or falsify a report, originated on board Old Navy frigates which had their main batteries on a gundeck below the top deck.

The navigator could not obtain a fix from the gundeck (he could not see the stars from his position below decks), and reports he might make from the gundeck were therefore false.—J. B. Myers, LT, USN.

• *We find it difficult to believe that a navigator, Old Navy or otherwise, would falsify a position report. But if, for the sake of discussion, we assume that one did, we then must wonder why he was navigating from the gundeck. Unfortunately, you don't say.*

It's still interesting to note (as we did last September) that James' Naval History of Great Britain *specified the deck below the upper deck as the one called gundeck by the British Admiralty. There were no guns on the gundeck, which meant in effect it was a false deck (and a plausible basis for the term "gundeck" to mean falsify).*

We appreciate your explanation (hypothesis?) of the term's origin, but we're still holding out for a fully documented version.—Ed.

OUT TO SEA—Aircraft carrier *USS Coral Sea* (CVA 43) slips past other ships at Pearl Harbor as she heads out for another tour with Seventh Fleet.

Gold Service Stripes

Sir: I understand that 12 years of service in the Navy and eligibility for the Good Conduct Medal make a man eligible to wear gold service stripes.

I will soon have these qualifications but other circumstances are involved. I have been discharged twice from the Navy but each time I reenlisted within about 80 days of the date of my discharge.

Because of these breaks in service, the record in my personnel folder aboard ship is not complete. Will this affect my eligibility to wear gold?—R. D. K., ET1, USN.

• *Your incomplete shipboard personnel record shouldn't prevent you from wearing gold service stripes provided you are otherwise qualified. As you know, you must have served on continuous active duty in the Regular Navy or Naval Reserve for a period of 12 years, and must have fulfilled the requirements necessary for successive awards of the Good Conduct Medal during this period.*

"Continuous active duty" means you must have reenlisted within a period of three months after you were discharged. If, as you say, you reenlisted within 80 days of the date of your discharge in each instance, these gaps in your service would have no bearing on eligibility.

Should a question arise concerning your qualifications, it can be resolved by the Chief of Naval Personnel. Otherwise, you need not receive permission from anyone to wear gold stripes. You just put them on.

Again, as you know, when you are entitled to wear gold service stripes, you maintain that right throughout your enlisted service unless you fail to qualify for the Good Conduct Medal or are convicted by court-martial and the conviction becomes final.—Ed.

Connie Claims Money Order Record

Sir: We on board USS *Constellation* (CVA 64) lay claim to the following record:

While on her fourth combat deployment to WestPac, *Constellation's* post office sold 2253 money orders, totaling $161,391.59. These sales were made in 14 hours on a single day. Can any NPO top this?—R. W. M., LT, USN.

• *We have many record claims on file but nothing on the total number of dollar value of money orders sold in one 14-hour period.*

So, until some other postal clerk tops your sales figures, guess you're joyfully left holding the bag. Incidentally, that's *a big boost in favor of the program to keep too many dollars from going overseas. If our figures are right, each of the 2253 money orders sold averaged about $71.63.*—Ed.

Wharton's Guns Raise Hassle

Sir: No one believes me when I try to tell them that uss *Wharton* (AP 7) was the only Navy transport equipped with four 6-inch guns as her main battery at the beginning of World War II.

Personally, I *know* she was. Can you authenticate my claim?—H. L. J. EN1, usn.

- *Sorry, but we're not in a position to state whether or not* Wharton *was the* only *Navy transport to be equipped with 6-inch guns at the beginning of WW II.*

However, the official ship's history of Wharton *states that at the time of commissioning on 7 Dec 1940* Wharton's *main battery did consist of four 6-inch guns.*

On 7 Dec 1941, she was in Mare Island undergoing repairs. At that time, three of the 6-inchers were removed and four 3-inch/50 guns were added in their place.

Later, in September 1944, the last 6-inch gun was removed to be replaced by a 5-inch/38.

Wharton's *6-inch guns were not the only items of interest in her career. She had begun life in 1921 as* Southern Cross *then, in 1940, had been converted to a naval transport and had been commissioned as* Wharton *in honor of Colonel Franklin Wharton who served as the second commandant of the U. S. Marine Corps.*

During her war tours, which began on 6 Jan 1942, Wharton *earned three battle stars for Pacific operations at Kwajalein, Eniwetok, Guam and Okinawa, serving as troop transport and emergency hospital ship.*

At Guam, two of the ship's lifeboats suspended from davits, were used to bring casualties aboard. These boats were lowered to the water where the litters were transferred from landing craft. The lifeboats were then raised to the rail of the promenade deck, where the litters were transferred to emergency dressing stations set up in the passenger officers' wardroom.

During the campaign a total of 723 patients were logged into sickbay, most of them coming aboard via the improvised elevator. For eight days, Wharton *followed a schedule which called for a night retirement plan, during which she would steam on various courses away from the island until midnight, then return to the transport area to take on casualties.*

After the war, she transported replacement troops to Pacific outposts until she was scrapped in March 1947.

We're not able to say anything definite about the armament of other Navy cargo ships at the beginning of WW II. However, our good friends at the Ship's History Division tell us, strictly unofficially mind you, that to the best of their knowledge Wharton *was indeed, as of 1 Apr. 1943, the only AP in the Navy to have 6-inch guns.*—Ed.

About That Reserve Commission

Sir: I recently resigned my commission in the Regular Navy but would like to join the Ready Reserve after my separation. I would, therefore, appreciate any information which will aid my transition from USN to USNR.

—J. A. F., LT, usn.

- *If your Regular Navy service has been less than six years, relax. You will be required to accept a Naval Reserve commission when your Regular Navy appointment ends.*

If, on the other hand, you resign after having served six years or more in the Regular Navy, you may request a Reserve commission.

You will find listed in BuPers Inst 5400.42C of 16 Aug 1968 detailed information concerning personnel allowances for the components and programs of the Naval Reserve. We recommend, however, that you contact your nearest Naval Reserve Training Center for specific information on billets available there.

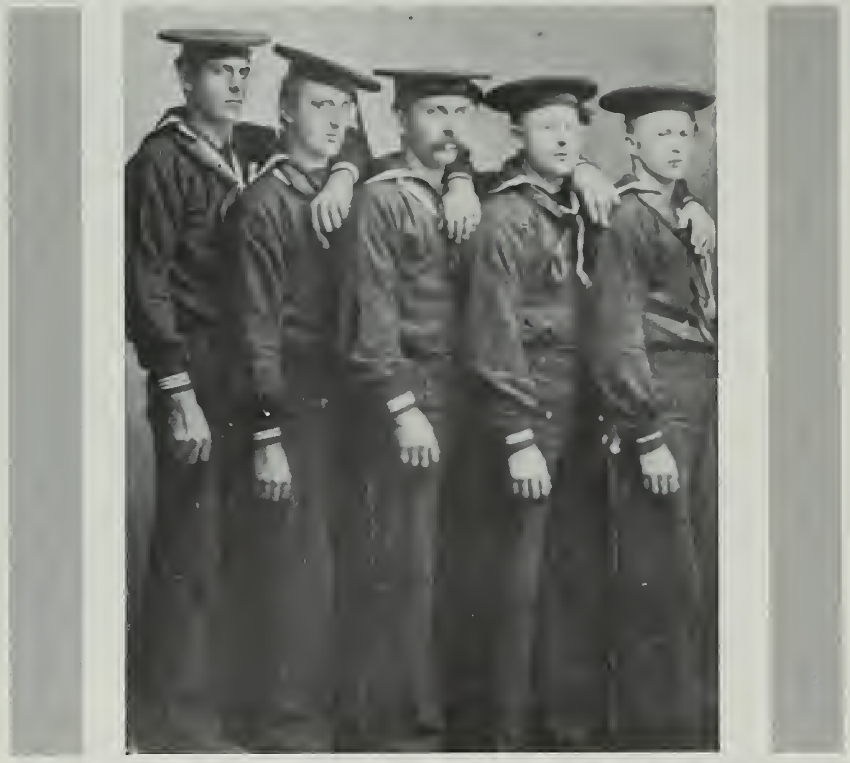
The Naval Reserve chapter of "Naval Orientation," *which should be available in every ship and station library, contains information on the Reserve mission and organization from the Chief of Naval Operations to unit commanders and commanding officers. You may also find interesting the sections on Reserve categories, programs, components and the nature of Reserve training, as well as the section covering the availability of the Reserve in limited emergencies.*

If it is still available when you place your order, we also recommend a publication called The Naval Reserve Indoctrination Guide, *which contains substantially the same information found in* Naval Orientation *albeit in greater detail.*

Unfortunately, this publication is not always available but, if you want to risk the price of a postal card, write to COMNAVAIRLANT, *Code 16, Naval Air Station, Norfolk.*—ed.

NINE STRAIGHT—CDR F. C. Collins indicates nine consecutive ASW awards earned by the crewmembers of *USS John A. Bole* (DD 755).

DD GASSER—*USS Carpenter* (DD 825) provides gas station service for logistic and rescue copters as part of destroyer's mission while with Seventh Fleet.



GOOD OLD DAYS—Crewmembers of USS Michigan pose for a photograph back in 1900-1901. Two of the men are identified. Does anyone recognize the others?

Grandfather Was a Navyman, Too

Sir: I was particularly interested in an article you published last April about USS *Michigan*, since my late grandfather once served aboard her.

In 1900 or 1901, he, together with four shipmates, had his picture taken—a copy of which I'm forwarding to you. My grandfather, Frederick C. Bolger, is in the middle; on the extreme left is Richard Boss. The other three men are believed to be the Hill brothers.

According to our family history, Grandfather Bolger packed his seabag and left *Michigan* to sail with the Great White Fleet. During this cruise, somewhere in the South China Sea, he fell from a mast, broke his back and later died in the Brooklyn Navy Yard hospital.

That's the extent of what I know about my grandfather's life in the Navy or any information relating to the photograph. Is there any source I can tap to learn more about him and the era in which he lived?—W. P. T., TD1, USN.

• *Your best source is what we refer to as reader feedback. Perhaps some of the old-timers who read* All Hands *will recognize one of the men in your photograph which we've printed above. If they do, we'll pass along the information to you.*—Ed.

Skyraider, A-Number One

Sir: All Hands seldom goofs, but you may have dropped the ball on this one. I refer to the "Piped Ashore: Out on Twenty" article appearing on page four of the September 1968 issue.

The opening paragraph states " . . . in mid-February 1968, the last A-1 *Skyraider* to fly into combat from a Navy ship settled on the flight deck of USS *Coral Sea* (CVA 43)."

Perhaps you are unaware that Tactical Electronic Warfare Squadron 33 (VAQ 33), based at NAS Quonset Point, R. I., provides detachments of A-1s to the Seventh Fleet. These detachments still deploy, still fly A-1s, and still fly in combat. It appears the combat days of the SPAD flying from a U. S. Navy carrier are not over.—J. E. N., LCDR, USN.

Sir: I would like to dispute your article "Piped Ashore: Out on Twenty" in the September issue.

VAQ 33 has a three-plane detachment aboard USS *Intrepid* (CVA 11), consisting of combat-configured EA-1Fs. Agreed, the aircraft do not fly over land in Vietnam, but they do fly ECM (Electronic Countermeasures) cover for the strikes to the mainland.

Can we set the record straight and clear up this misconception that SPADS are no more?—T. E. H., ATC, USN.

• *Before the A-1 article went to press, gentlemen, we carefully cleared it for accuracy with authoritative sources in the office of the Deputy Chief of Naval Operations for Air.*

We are aware that A-1s are still in use in the Sixth and Seventh Fleets, as SAR units, ECM units, and for various training purposes. But, according to DCONA, they are no longer used as an attack element in combat. It was on this basis that our article was initially written. So our statement in the opening paragraph of the article you mentioned still goes.

By the way, should you ever have occasion to visit NAS Pensacola, ask to see the Skyraider *which made the final flight into combat as a combat element, and which made its final landing aboard an aircraft carrier. It is now waiting to settle in its historic place in the new Museum of Naval Aviation.*—Ed.

FIX-IT SHIP—USS *Woodpecker* (MSC 209) moors to USS *Jason's* starboard quarter off Vietnam. USS *Jason* (AR 8) was hard at work repairing material belonging to 53 military commands in the area.—Photo by R. L. Yager, PH3.

Eligibility for E-8, E-9

Sir: I have read BuPers Notice 1418 of 26 Apr 1968 concerning Navywide Exams for August 1968, and, although it seems clear, I think that I must somehow have misunderstood it.

I have served 16 years in the Navy, five of which were as an LDO. I accepted my commission when I was in pay grade E-7.

As I understand the Notice, I will be eligible next year to compete in the E-8 examination. It seems, however, that I should be eligible to take the E-9 examination, thereby keeping pace with my contemporaries who were advanced to E-7 in July 1962 as I was.

I hope you can shed some light on the subject—E. C. O., LT, USN.

• *You have read the Notice correctly. Temporary officers who were commissioned when serving in permanent pay grade E-7 are eligible to take the E-8 examination in February provided they have a total of 11 years or more of service.*

You could take the E-9 examination only if you had served for at least two years in permanent pay grade E-8 and had at least 13 years of service.—ED.

Hamul Is Not Alone

SIR: The article "What's In a Name?" in the June 1968 issue helps clarify a most complex naming system.

As you pointed out, ADs are named after localities, but an exception must be made of USS *Hamul* (AD 20) since she was an ex-cargo ship. As you also pointed out, cargo ships are named for astronomical bodies, among other things.

To compound the confusion, the name "*Hamul*" is misspelled — the only ship, to my knowledge, in the Navy whose name is misspelled.

The astronomical body for which the ship obviously was named is the star Alpha Aries, and is spelled "Hamal."—W. V. Combs, RADM, USN.

• *Thank you, sir, for further clarification of our report on ships' names. For additional information, we turned to the experts. Rear Admiral E. M. Eller, USN (Ret), Director of Naval History, had these comments to make:*

"Hamul *is one of the few ships in the Navy whose name is officially misspelled. As Admiral Combs points out, the correct spelling of the star is Hamal.*

"USS Du Pont *(DD 941) was assigned as one word, spelled* Dupont, *3 Apr 1956; the spelling was corrected to two words,* Du Pont *by SecNav Notice 5030 of 16 Aug 1956.*

ESCORT DUTY—River patrol boats provide screen for *USS Okanogan* (APA 220) as she carries troops up Long Tau River.—Photo by CDR J. Davey, USN.

"*The name of the screw steamer* Merrimack *(later* CSS Virginia) *has been spelled without the "K" on numerous official records, although it was correctly assigned as* Merrimack *for the Merrimack River, 23 Apr 1854, in a letter signed by Kent Ball. On 31 Aug. 1937, the Secretary of the Navy reaffirmed the spelling of this ship as Merrimack with a 'K'.*

"*The Navy always tries to perpetuate the spelling used on a predecessor ship. For example,* Rathburne *(DE 1057) commemorates* Rathburne *(DD 113), named in honor of the Revolutionary War hero Captain John Peck Rathbun (his name is most commonly spelled 'Rathbun', but also 'Rathburne' and 'Rathburn').*

"*In naming DE 1072 to perpetuate two ships named for Captain Johnston Blakely, it was noted that the name of one predecessor ship was spelled* Blakely, *the other* Blakeley. *Naming the third ship was no problem, however, since Captain Blakely's great grandnephew, the late VADM Charles A. Blakely was also honored by this naming, and his family used the spelling 'Blakely.'*

"*The correctness of the spelling of* Bonita, *assigned to four Navy ships, is frequently questioned, but this spelling as well as 'bonito' for the fish name, is backed by authoritative sources.*

"*The two submarines named* Thresher *are correctly spelled for the shark thresher. Submarine No. 26 named G-4, was first called* Thrasher, *a less common but also correct spelling of the same shark name.*"—ED.

WHEREVER YOU ARE...
SEND ALL HANDS TO THE FOLKS AT HOME
949

Superintendent of Documents
Government Printing Office
Washington, D.C. 20402

ENCLOSED find $2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for $5.00 and 3 years for $7.50.

NAME__________________________________

ADDRESS__________________________________

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington, D.C. Make check or money order payable to the Superintendent of Documents.)

Subscription for mailing to a foreign country without an FPO or APO is $3.50 per year.

Check one: One year ☐ Two years ☐ Three years ☐

STEAMED UP OVER NOTHING—The one-of-a-kind *USNS Corpus Christi Bay* (T-ARVH-1) fires her boilers while in drydock.—Photo by C. Ferguson, JOC.

Types of Sea Duty

SIR: I'm on sea duty and will be eligible for transfer next year, but am a little confused about the types of duty available.

If I request and receive Preferred Sea Duty or Preferred Overseas Shore Duty, would I be transferred back to "regular" sea duty at the end of my tour?

Also, where can I find a list of preferred sea duty and overseas shore duty stations? I'm a squadron career counselor and think such a list would prove helpful.—J. M. M., AT1, USN.

• *If you check with your ship's office, you'll find that BuPers Inst. 1300.26 series lists all the overseas activities to which you or any other Navyman might conceivably be assigned.*

The Transfer Manual *(paragraph 3.7) lists Preferred Sea Duty activities (type 5) and Preferred Overseas Shore Duty activities (type 6).*

Those in BuPers Inst. 1300.26 series which are not listed in the Transfer Manual *refer to overseas shore duty (type 3) and count as sea duty for rotation.*

If you are Seavey-eligible, you may request assignment to a shore station in the continental United States or to an overseas shore activity. Generally, the following rules apply:

If you are assigned to duty in CONUS, *or to a preferred overseas shore activity (such as those in Hawaii), you serve a normal tour of shore duty and probably will rotate back to sea duty.*

If you are assigned to Overseas Shore Duty (type 3), such as Alaska, you will be credited with sea duty and may be transferred ashore if you still are eligible for Seavey.

You should note that Seavey-eligible personnel are not assigned to Preferred Sea Duty activities, because this involves a two-year tour followed by another 14 months of sea duty.

This and much, much more on Seavey-Shorvey was discussed in ALL HANDS, *June 1967. Perhaps your ship's office or library has a copy on file.*—ED.

More Early APLs in Vietnam

SIR: This is to continue the discussion of non-self-propelled barracks craft assigned to Vietnam; specifically, which of the APL type arrived there first.

I say it was APL 55, which arrived at Cam Ranh Bay in March 1966.

After a brief fitting-out period, "Apple 55" was moved to the U. S. Naval Support Activity Detachment at An Thoi.

In September 1967, she went into the yards at Sasebo for overhaul, and later moved to the U. S. Naval Support Activity Detachment at Ben Tre, Mekong Delta.

I know what I'm talking about because I served on board APL 55 as Supply Officer from April 1967 to April 1968.—D. I. K., LT, SC USN.

• *A claim from APL 26 (*ALL HANDS, *February 1968) reasoned that since she arrived in Vung Tau in February 1967, she must have been the first of her type assigned to Vietnam. Your testimony, the second counterclaim on behalf of APL 55, indicates your old barracks ship beat APL 26 to Vietnam by 11 months. However, we suggest you read on.*—ED.

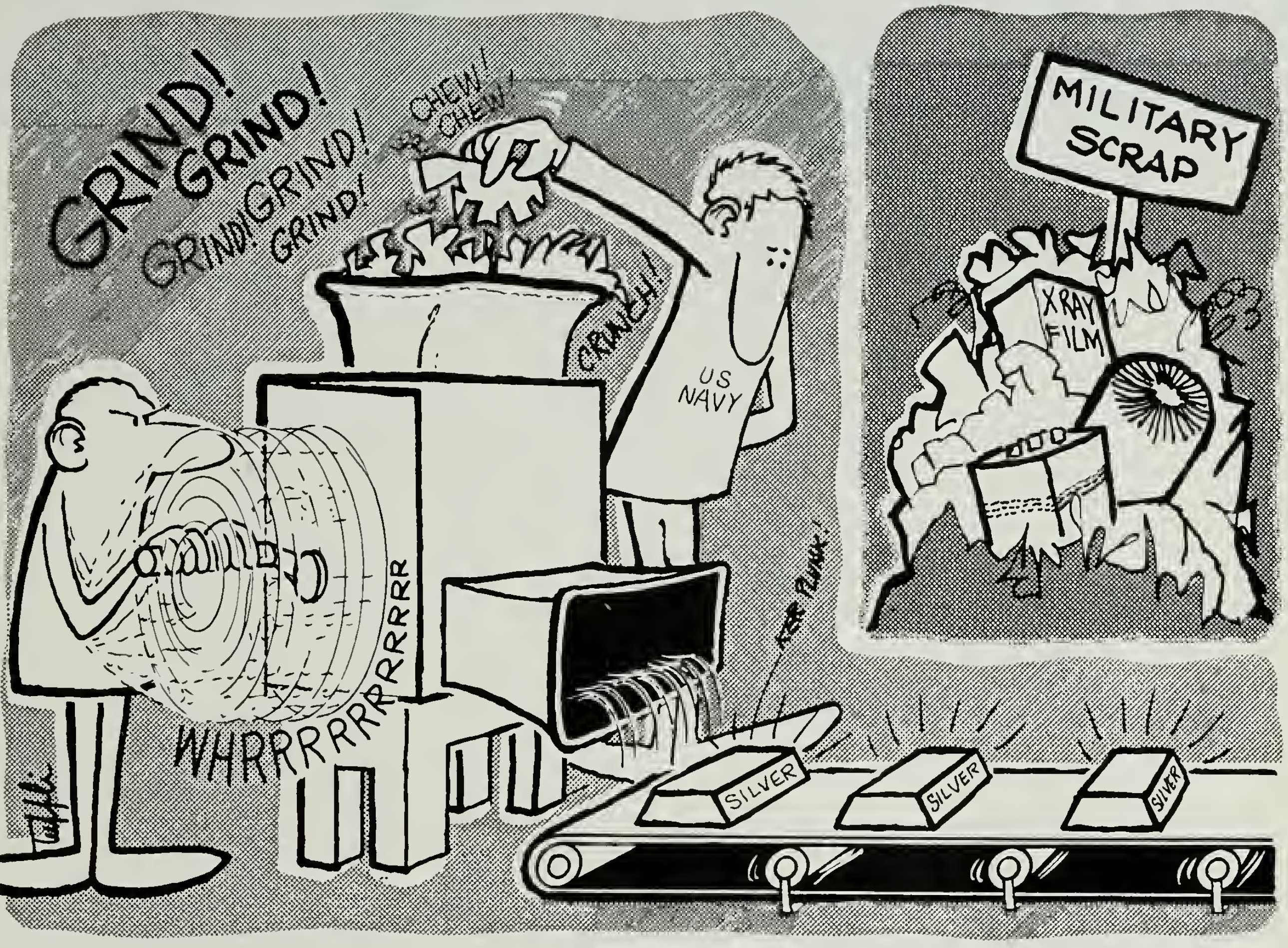
SIR: I disagree with the claim that APL 55 was the first of her type to arrive in Vietnam (ALL HANDS, July 1968). APL 5 had that distinction; APL 30 was second and APL 27 was third. APL 5 was anchored in the harbor at Da Nang when I arrived there in September 1965.

APL 55 did not arrive in Vietnam until late 1966. She may have been the first of her type assigned to Cam Ranh Bay, but she certainly was not the first APL to arrive in Vietnam.—J. B. A., EN2, USN.

SIR: It was APL 5, not APL 55, that was first of her type to arrive in Vietnam. APL 5 arrived at Da Nang in October 1965. She moved to Japan for refitting in December 1965, and then returned to Vietnam in April 1966.—W. G. W., SFP3, USN.

• *Any others?*—ED.

BACK AT WORK—Following an overhaul period to repair damage sustained in a fire, *USS Forrestal* (CVA 59) joins the fleet and goes back to work.



Thar's Silver in Them Thar Piles

THE NAVY HASN'T YET COME UP with a philosopher's stone – an imaginary stone believed by alchemists to have the power of transmuting base metals into gold—but it is turning military junk into silver, and by no stretch of the imagination.

This bit of wizardry actually amounts to refining silver-bearing scrap to recover the precious metal so that it may be reissued to DOD activities to help offset the drain on the U. S. silver stockpile. Economists estimate a $10 to $20 million annual savings will result from this project.

Smelting and refining methods used in recovering the silver are being handled by civilian contractors and by some military installations having facilities to do so. Waste materials earmarked for refinement include silver-celled batteries, missile and aircraft engine parts, electrical and electronic components, dental scrap, and photographic and X-ray film.

In the area of photography, one of the major silver recovery methods used is special recirculating units which automatically filter and collect the dissolved silver contained in the hypo—or "fix"—solution used in developing photographic film. These units, some of which are already in use, will reclaim up to 95 per cent of the hypo solution's silver, resulting in a savings of more than half the cost of new silver purchases.

Once the reclamation program is in full operation, all DOD activities in the U. S. and overseas will transfer silver-bearing scrap to the Naval Ordnance Systems Command ordnance station at Forest Park, Ill. The refined silver will subsequently be transferred for storage at West Point, New York.

In effect, a silver bank will be established and each participating Defense agency will have an account from which silver may be drawn as needed. The Navy, for instance, will furnish the metal to its contractors as a means of reducing government costs.

A need for such a silver reclamation program has grown steadily over the years as the production of silver has failed to keep pace with consumption. Cost-wise, since 1955, the price of silver has risen from 89 cents per ounce to the current fluctuation between $2 and $2.50 per ounce.

Today, the U. S. consumes annually three times more silver than it produces, and the Defense Department is one of the largest consumers, using the metal extensively in the manufacture of components for aircraft engines, missiles and torpedoes.

THE BULLETIN BOARD

Roundup on Vietnam Rotation for Seabees

SPECIAL VIETNAM ROTATION PROCEDURES have been established for men in Seabee ratings, plus those in other ratings who draw Vietnam duty with Mobile Construction Battalions.

BuPers Notice 1306 (28 Oct 1968) also describes related new policies on Seabee reenlistment, extensions, advancement, rating conversion and early separation.

Since June 1965, over-all construction billets have more than doubled—and nearly tripled in the case of Seabee petty officers. Some 75 per cent of all the men in Group VIII ratings (see list at end of article) now are serving in Vietnam or elsewhere in Southeast Asia.

The new special assignment procedures apply to:

- Men with Group VIII ratings who serve 12 or more consecutive months "in country" in South Vietnam (not counting any special leave or travel time).
- Those assigned to Mobile Construction Battalions who complete at least two Vietnam deployments which total 12 months or more.
- Those who serve 12 months or more in Vietnam with a combination of "in country" and Mobile Construction Battalion assignments.

If you fit into any one of these categories, here are the options open to you:

Exemption

If you have a Group VIII rating, you will not be assigned to a second tour in Vietnam, or to a Mobile Construction Battalion deployed to Vietnam (or scheduled to deploy there), for two years from your tour completion date (TCD).

If you are not in Group VIII, you are exempt from additional Vietnam service for three years, unless an involuntary second tour is approved by the Chief of Naval Personnel. However, this does not rule out assignment to a rotating unit which might operate in ports or waters of Vietnam for periods of less than 12 months.

No tour completion dates, as such, are established for men who deploy to Vietnam with Mobile Construction Battalions. Therefore, to figure your eligibility for rotation, use as a "TCD" the date your MCB arrives back in the continental United States.

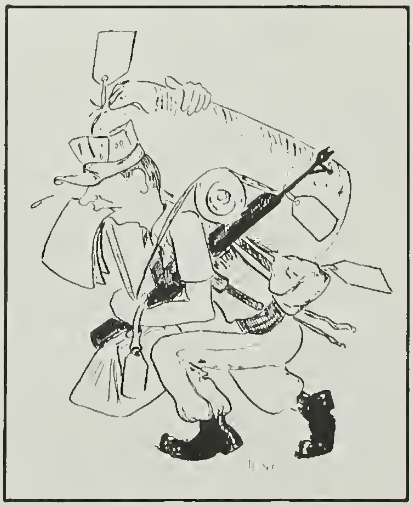
Reassignment

As outlined in the BuPers Notice, those with Group VIII ratings who qualify for reassignment after service in Vietnam will be rotated as follows:

- If you are eligible for Seavey, you may be assigned to shore duty or additional sea duty, if desired, in accordance with normal Seavey procedures.
- If you are not eligible for Seavey, you may be assigned to sea duty (other than Vietnam) in the Fleet of your choice. However, you must have at least 16 months of obligated service from the date you are eligible for transfer. Further, you must have the obligated service four months before your tour completion date. This means you should plan on extending or reenlisting, if necessary, well ahead of time.

If you do not have a Group VIII rating, your reassignment will be governed by the general procedures announced on 25 Apr 1968 in BuPers Notice 1306 (ALL HANDS, July 1968). If you're a hospital corpsman, the relevant transfer directive is the BuPers Notice 1306 issued on 15 Jul 1968.

All-Navy Cartoon Contest
Gary W. Jones, SF1, USN



USN Mobile Construction Battalion—
Definition: MOBILE (mo'bil) adj. Easily moved.

Early Separation

You receive an early release from active duty if you are in Group VIII and:

- Are serving in your first enlistment.
- Have 14 months or less remaining in your enlistment contract.
- Have completed 12 months in Vietnam as outlined above.
- You do not wish to reenlist or extend, or convert to another rating.

You also will be separated at the end of your Vietnam tour or MCB deployment if you have less than 91 days of active obligated service remaining and do not wish to extend or reenlist. At this writing, if you're in your second or later enlistment, and your obligated service exceeds your Vietnam tour or MCB deployment completion date by from 91 to 180 days, you may, with the approval of the Chief of Naval Personnel, be separated at the end of your Vietnam tour.

Also, if you complete only one Vietnam deployment with a Mobile Construction Battalion, you may be separated immediately upon the MCB's return to a home port in CONUS provided you are in your first enlistment, do not have orders to another activity, and will be within three months of the end of your enlistment when the MCB redeploys to Vietnam.

You should note that if you take the early separation and later change your mind, you may not reenlist in your Group VIII rating unless you waive the 24-month-non-Vietnam-duty guarantee.

Extensions

As specified above, you are subject to reassignment when your MCB returns to the United States if you have more than 14 months of service obligation. However, if you are in your first enlistment, you might be able to extend your stay in Vietnam, and then have a new tour completion date which would make you eligible for early separation.

Say, for example, you would have 17 months of service obligation if you returned to CONUS with your battalion. On the other hand, if you stayed in Vietnam for six additional months, by the time you get to CONUS you'll have only 11 months' obligated service, three months below the maximum for early separation. This means that for six additional months of Vietnam duty, you receive your discharge 11 months early.

To do this, you must request a six-month extension in Vietnam five months before your tour completion date. If the request is approved, you receive transfer orders to some other Vietnam-based unit or activity before your MCB departs.

As before, if you're stationed with a unit other than an MCB, you may extend your Vietnam service for six months or more. Now, if you already are on a tour extension, you may request another extension of less than six months to become eligible for early separation.

Here you should note that many men in Group VIII are not eligible for Seavey assignment to shore duty after completing tours in Vietnam. Therefore, they often receive orders to sea duty (other than Vietnam) which do not permit transportation of dependents at Government expense. This amounts to consecutive unaccompanied tours of sea duty. It's possible to avoid this situation—and at the same time set yourself up for an early release from active duty—by extending your tour in Vietnam.

Advancement Waiver

Under certain circumstances, your commanding officer may waive the obligated service requirements for your advancement to pay grade E-5 or E-6 in order for you to be separated early.

You may request such a waiver only if you are in Group VIII, are in your first enlistment, are completing a Vietnam tour, and had agreed to extend your enlistment to have enough service obligation for advancement to PO1 or PO2. If you otherwise are qualified for early separation, your CO may waive advancement service requirement.

Rating Conversion

After your Vietnam tour, you have the opportunity for Class "A" school and conversion to another rating field provided you are below pay grade E-4 and are in your first enlistment.

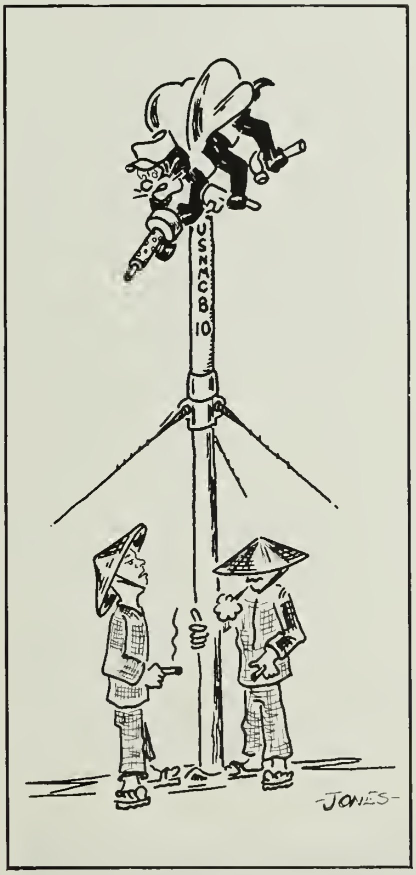
You must be recommended by your CO, must meet the "A" school test score requirements (a waiver up to 10 points will be considered), and must meet any security clearance requirements for the school and rating.

Also, you must have the obligated service shown below for the course, or must agree to extend your enlistment. If you successfully complete the course, you will have your rating changed but will keep your old pay grade. Your request for rating conversion must be submitted to the Chief of Naval Personnel (Pers B223), via channels, at least five months before you are eligible for rotation from Vietnam.

Here are the "A" school courses and course lengths, and the obligated service required from class convening date. For courses marked with an asterisk, you must attend a six-week Basic Electronics and Electricity course before you enter the "A" school.

Obligated Service	Course Length	Rating
AC	14 weeks	26 months
ADR	14 weeks	24 months
AE	22 weeks	30 months
AG	17 weeks	26 months
AME	15 weeks	25 months
AMH	15 weeks	25 months
AO	18 weeks	26 months
AQF	29 weeks	36 months
ATN	29 weeks	36 months
ATR	29 weeks	36 months
BT	15 weeks	25 months
CYN	6 weeks	16 months
DC	9 weeks	20 months
*DS	42 weeks	6 years
EM	16 weeks	25 months
*ETN	30 weeks	6 years
*ETR	30 weeks	6 years
FTB	18 weeks (Phase I)	26 months
FTM	14 weeks (Phase II)	6 years (Phases I and II)
GMT	7 weeks (Phase I)	25 months
	9 weeks (Phase II)	(Both Phases)
MM	15 weeks	25 months
OM	17 weeks	26 months
*RD	16 weeks	28 months
*RM	14 weeks	28 months
SM	6 weeks	16 months
*STG	12 weeks (Phase I)	26 months
*STS	14 weeks (Phase II)	6 years (Phases I and II)
TM	8 weeks	24 months

All-Navy Cartoon Contest
Gary W. Jones, SF1, USN



"A big bug mounted on a pole, these Am—eri—cans have strange idols."

———————

Group VIII construction ratings affected by the special assignment, separation and other procedures discussed on these pages are as follows:

Pay Grade E-3 — Construction (CN).

Pay Grades E-4 through E-8 — Engineering Aid (EA); Construction Electrician (CE); Equipment Operator (EO); Construction Mechanic (CM); Builder (BU); Steelworker (SW); Utilitiesman (UT).

Pay Grade E-9 (Compressed Ratings) — Master Chief Constructionman (CUCM), compressed from EA, BU and SW; Master Chief Equipmentman (EQCM), compressed from EO and CM;

Master Chief Utilitiesman (UTCM), compressed from CE and UT.

New Communications Areas

A warrant officer category of Naval Communicator (757X) and a limited duty officer category of Communications (657X) have been established for individuals working in the field of communications.

The new category provides a normal path of advancement for those in the radioman rating or those with operational communications experience.

Applications are solicited for the new category from eligible candidates for the current fiscal year and are to be submitted in accordance with BuPers Inst 1120.18N.

If you have submitted application for LDO or warrant officer for consideration by the February selection board and wish to be considered for the new category, you should promptly submit changes to the categories requested in your application. A speedletter change is recommended.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Assassination in Rome (WS) (C): Drama; Hugh O'Brian, Cyd Charisse.

Thoroughly Modern Millie (C): Musical Comedy; Julie Andrews, Mary Tyler Moore.

Prescription Murder (C): Drama; Peter Falk, Gene Barry.

El Greco (WS) (C): Biographical Drama; Rosanna Schiaffino, Mel Ferrar.

The Graduate (WS) (C): Comedy Drama; Anne Bancroft, Dustin Hoffman.

Where Were You When the Lights Went Out? (WS) (C): Comedy; Doris Day, Robert Morse.

The Man Who Laughs (C): Melodrama; Jean Sorel, Lisa Gastoni.

Five Million Years to Earth (C): Science Fiction; James Donald, Andrew Keir.

Guns for San Sebastian (WS) (C): Drama; Anthony Quinn, Anjanette Comer.

Stay Away Joe (WS) (C): Comedy; Elvis Presley, Burgess Meredith.

Where Angels Go . . . Trouble Follows! (C): Comedy; Rosalind Russell, Stella Stevens.

Hondo and the Apaches (C): Western Drama; Ralph Taeger, Kathie Browne.

The Green Berets (WS) (C): Action Drama; John Wayne, David Janssen.

A Lovely Way to Die (WS) (C): Drama; Kirk Douglas, Sylvia Koscina.

Yours, Mine and Ours (C): Comedy Drama; Lucille Ball, Henry Fonda.

Never a Dull Moment (C): Comedy; Dick Van Dyke, Edward G. Robinson.

How to Save a Marriage and Ruin Your Life (WS) (C): Comedy; Dean Martin, Stella Stevens.

In Enemy Country (WS) (C): War Drama; Tony Franciosa, Anjanette Comer.

Guess Who's Coming to Dinner (C): Comedy Drama; Spencer Tracy, Sidney Poitier.

Petulia (C): Comedy Drama; George C. Scott, R. Chamberlain.

NOW HERE'S THIS

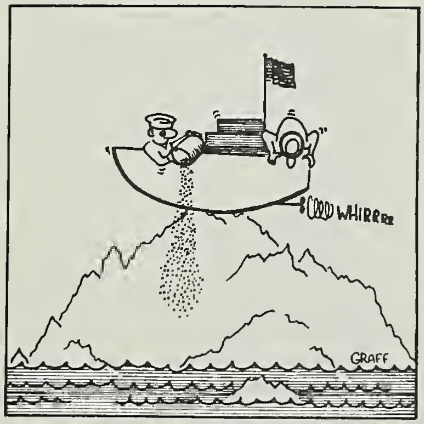
Ice Patrol Keeps Its Cool

Mountains of ice—about one thousand peaks of various sizes each year—break off northern tidewater glaciers and float southward into the Atlantic shipping lanes to menace every vessel afloat in the vicinity.

As the builders of the TITANIC discovered more than 50 years ago, the best protection against icebergs is to know their location and avoid them. That's why the U. S. Navy Hydrographic Office dispatched a cruiser to the ice regions in May 1912—to inform ships and the Hydrographic Office of iceberg locations.

The following year, the Navy was busy elsewhere and the job was turned over to the Treasury Department's revenue cutters, later to become the U. S. Coast Guard.

In 1944, an international agreement inaugurated a service devoted to iceberg detection and destruction.



Two vessels patrolled the more dangerous ice regions and tried to destroy derelict bergs before they menaced shipping.

But obliterating a mountain is easier said than done. Thermite bombs dropped from planes were tried but this method of destruction was not very successful.

Carbon black was also dropped in the hope that solar heat would reduce the icebergs' size. This method, too, was found inadequate but it did point the way to possible success.

Although boarding an iceberg is extremely dangerous, it appeared the problem might be solved by manually spreading carbon black and 25 pounds were used to cover half an iceberg. The following day, the berg was appreciably smaller.

Although methods of destroying bergs need improvement, the technique of locating the floating ice mountains is well developed.

Information on iceberg movements now comes from icebreakers, aerial reconnaissance, commercial shipping and lighthouse keepers. Radio facsimiles of up-to-date ice charts are broadcast to shipping and other interested parties by Coast Guard Radio, Argentia, Newfoundland, and the U. S. Navy Hydrographic Office broadcasts ice bulletins over Navy Radio Washington.

Through the combined efforts of the International Ice Patrol, the U. S. Coast Guard, the U. S. Navy and others who volunteer information on iceberg movements, thousands of ships now pass safely through the ice regions of the North Atlantic—a fitting memorial to those who perished in the TITANIC disaster.

Yes, It's Available: Money for Your Benny Suggs

ORGANIZATIONS seeking to improve their operations frequently turn to their workers for ideas, and the Navy is no exception. For that reason, beneficial suggestions are solicited from Navymen on increasing efficiency and saving money.

Making a suggestion which is later adopted can mean money in a Navyman's pocket and there can also be considerable satisfaction when a man sees his brainchild put to work.

You can reap both rewards because the Navy is specifically interested in the ideas or inventions of individuals and groups as well as scientific achievements which result in subsequent Navy improvements.

Cash awards are made to stimulate thought and the money goes only to those who write down and submit ideas which are accepted for trial and found to be effective.

The idea may concern improvement in Fleet services and increasing the quality of products, procedures, tools or machines and equipment. It may promote property protection or increase the safety factor.

The suggestion may even deal with intangibles on which no dollar value can be placed such as providing better working conditions or increasing morale.

Administrative ideas are also welcome, such as combining operations, conserving material, improving work methods, reports and forms—anything which will eliminate unnecessary and duplicated effort. Thoughts on how to save space are also solicited.

A cash award may also go to anyone who develops a new and useful machine or work process or to someone who suggests improvements in existing processes and machines. These ideas, however, should be patentable.

Accomplishments which establish a scientific or technological basis for future military improvements are also considered for awards. The accomplishments must, however, materially advance research and development or contribute substantially to the welfare of the armed services and the nation.

One stipulation to making suggestions should be made clear at this point. The Navy is willing to pay only for ideas which are above and beyond the call of ordinary duty. If your idea comes under the heading of doing your job well, it doesn't count.

Don't be bashful about suggesting something just because the idea came from on-the-job training, reading or from an educational experience. If you are the man who channels the idea into the suggestion box and ultimate testing, you are in line to receive a cash award.

Nor is it necessary for all suggestions to cover Navy and government operations. Navymen on duty with a civilian contractor, for example, can suggest improvements in his materials or services. If the proposal actually benefits the government. the Navyman with the idea is eligible for cash.

Most Navymen who see a co-worker receive money for a suggestion wonder why they didn't submit it first for, to the man-in-the-know, the improvement suggested often seems obvious.

The difference between the man who receives the cash and the one who doesn't, of course, is this: The first man analyzed a problem, worked out a solution and wrote the solution down on Form NavExos 12450/8. He then turned it in to his supervisor or to the incentive awards office.

The second man, although he recognized the problem and could have worked out an answer said nothing and was that much poorer for his silence.

If you have found yourself on the outside looking in when the money is being handed out, pick a subject; collect the facts; analyze the questions; then develop and submit a suggestion.

After all, there's no reason why you can't be the star of the next awards ceremony.

For the latest details on this subject see SecNav Inst. 1650.24A, and check the box on this page. For a basic roundup on Beneficial Suggestions, see the centerspread feature in ALL HANDS, January 1968, beginning on page 30.

The Navy Is Willing To Pay Hard Cash For Your Ideas

Got a notion how to do a certain Navy job better? Faster? Cheaper? If so, put it in writing. A little extra liberty money never hurt anybody.

Under the Navy's Beneficial Suggestion Program, active duty Navymen can receive monetary awards for suggestions, inventions, or scientific achievements which contribute to the economy or efficiency of government operations.

Your "Benny Sugg" could take one of many forms. It may propose ways to:

- Improve the quality of products, procedures, tools, machines or equipment.
- Provide better protection of property.
- Improve safety.
- Uplift morale.
- Combine operations, materials, methods, records, reports and forms.
- Eliminate unnecessary work, duplication, breakage, waste, fire, and safety hazards.
- Devise new tools, equipment, and machines,
- New applications of old ideas.
- Save manpower, materials, time, and space.
- Reduce the cost of materials and services.

The proposal must present a specific area for improvement and a workable solution. Suggestions that merely call attention to the need for routine maintenance and repair, such as painting walls, replacing light bulbs, ordering supplies, or purchasing materials, do not quite make it as a Benny Sugg. If the suggestion relates only to the personal convenience of the suggester, and is of no benefit to other personnel, or the Navy, it is likewise ineligible for consideration.

The Navy will also award cash for the development of a new and useful process, machine or manufacture which is patentable; and for scientific achievements.

The cash awards are in amounts relative to the value of the suggestion to the Navy, and personnel of all rates and rank are eligible for consideration.

For more details, see SecNav Inst. 1650.24A.

Meet NSD Philadelphia—It Keeps Things Running With Printed Guidelines

The Naval Supply Depot in Philadelphia is one command that does not do what she was built for.

The northeast Philadelphia site, commissioned Naval Aviation Supply Depot when it was opened in July 1943, was built to meet urgent wartime requirements for aeronautical spare parts. NASD was described as one of the Navy's largest and most modern supply houses; 15 buildings, eight of them 1000-foot warehouses, occupied 135 acres.

During World War II, NASD's 2500 employees moved 1,440,708 aviation parts to ships and stations throughout the world, and met delivery schedules 99 per cent of the time.

Following the Korean conflict, NASD began phasing out of the aviation spares business, and in 1959, "aviation" was dropped from the depot title.

Today, under the Naval Supply Systems Command, NSD manages forms and publications and is a primary stocking and distribution center for printed matter used by the Navy and the Department of Defense.

NSD buys, stows and issues thousands of printed items such as supply, accounting and shipboard technical manuals, catalogs, recruiting aids, directives, periodicals, forms and training manuals.

Also, as DOD's center for specifications and standards, NSD provides private industry with printed specifications for the manufacture of military items. At present, some 57,000 different DOD specifications and standards are supplied by NSD.

Over-all, the depot stocks and issues some 258,300 "line" items, most of them forms and publications. Each working day, NSD receives 75 new items and issues 13,000 old ones while processing 2500 customer requests.

The printed matter is issued either on a subscription or requisition basis. Under the subscription program, some 3,500,000 items go into 4000 monthly distributions. Requisitioned items, which number about 552,000 monthly, require nearly one million packages.

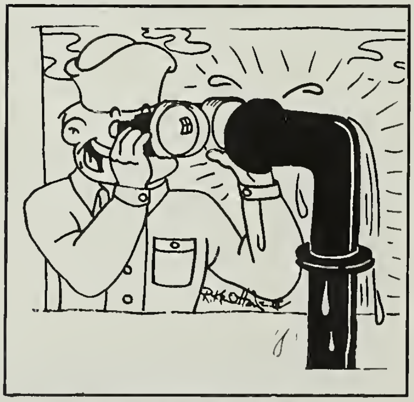
Many NSD-stock documents are issued without charge. However, annual subscriptions which provide automatic mailing of all documents in a given federal supply class have fixed fees. NSD encourages private contractors to order the documents on a subscription basis, and at present has 3000 such subscribers.

A mail or message order to NSD usually is filled within 16 hours of receipt. A small order made by telephone or personal visit to the depot can be filled in one hour. New or revised material makes it into NSD customer listings within five days.

The speed with which NSD distributes its printed matter is a result of automation. The depot has 7000 feet of belt conveyer plus a variety of automatic processors. For example:

- A carton-sealing machine adjusts automatically to the size of the carton. It can seal as many as eight cartons per minute.
- A stuffing machine inserts nine items into an envelope; it stuffs 1200 envelopes an hour.
- A labeling machine, which eliminates hand-sponging of mailing stickers, can affix from 2000 to 12,000 labels per hour, depending on the material involved.
- A roller for papers and posters to be inserted into mailing tubes completes in one hour the work that would take eight hours of manual labor.
- Magnetic tapes are used to keep track of subscription orders and help to update labels.
- Customers who dial NSD's automatic phone-answering service can place orders for specifications and standards any time, any day.

All-Navy Cartoon Contest
Robert K. Hansen, III, SA, USN



"Sir, I have a contact, bearing . . ."

NSD also provides common support services for other Navy and Defense Supply Agency activities in the area. The depot fire, police, medical, public works and other departments extend their services to 6800 Navy and civilian personnel who work in 61 neighboring buildings. NSD also handles accounting functions for 57 activities in the Fourth Naval District.

However, the mission of NSD may best be summarized in one word: paperwork. The depot sees to it that your ship or station receives all the printed matter it needs to keep you informed and your command running smoothly with printed guidelines.

Space Available Flight Is Available, But Restricted

Although the national dollar squeeze has had its effect on general overseas travel, there remain some DOD policies that allow the Navyman and his dependents certain space available travel on military aircraft.

Where the flight originates and where it is going are the determining factors as to whether or not you can make the flight.

As it stands now, space available travel in Military Airlift Command aircraft is authorized within and between any points in the Western Hemisphere. The Navy considers the Western Hemisphere to include North, Central and South America; the islands in the Caribbean; Bermuda; and the Bahama Islands.

In addition, such travel is permitted between the continental United States and Hawaii, Alaska, and U. S. territories and possessions. The latter two include American Samoa, Guam, Johnston and Wake Islands, Puerto Rico, and the Virgin Islands.

Travel between these areas is not considered foreign travel, but travel originated from these areas en route to any foreign country outside the Western Hemisphere is considered foreign travel and, therefore, falls within the restricted travel category.

To be specific, space available air travel is *not* authorized from any point in the U. S., its territories, possessions, the Commonwealth of Puerto Rico, or the Guantanamo Bay Naval Base to any non-U. S. dollar country or area — meaning foreign (including Okinawa) — outside the Western Hemisphere.

There are exceptions to the rules, however, and in various ways they affect the full range of the Navy family.

Student dependents of Navymen stationed overseas, for instance, are authorized certain military air travel in accordance with OpNav Inst 4630.12B. They may not extend this privilege to use MAC as a means simply to get from the U. S. to the overseas school being attended, or vice versa.

In another category, Naval Academy midshipmen, whose military parents or DOD-employed sponsors are stationed overseas, may travel space available for a visit to that country while on leave. Of course, the overseas address and duty assignment of the parent or sponsor must appear on the midshipman's leave papers.

On the other hand, if a Navyman lists an overseas *home of record*, then he, and his dependents when accompanied by him, are authorized space available air travel to and from the home of record whenever they are in a leave status.

Neither the man nor his dependents need be U. S. citizens; however, all border clearance requirements must be met at the time of travel. Further, dependents in this category may not travel alone. They must be accompanied by their sponsor.

More exceptions:

Dependents of Navymen in pay grade E-4 with less than four years' service are not entitled to travel at government expense whether or not overseas. However, should a man, assigned to an overseas tour where dependents are authorized, either attain a higher pay grade or, as an E-4, go over the four-year service hump, and if he obtains approval of his commanding officer, space available transportation may be provided his dependents to join him under the provisions of paragraph 5.b.(3) (m) of OpNavInst 4630.12B.

Active duty Navymen and eligible retirees overseas may, as in the past, continue to board military aircraft on flights heading for the U. S. mainland, Hawaii, Alaska, or U. S. territories and possessions.

However, to be eligible for military air travel back to the overseas location, they must present evidence of their overseas assignment or, in the case of retired members, evidence of employment or residence overseas to the air terminal manifester.

As always, emergency travel due to serious illness, impending death or death in your immediate family or in that of your dependent's immediate family, rates high on the list of reasons space available air travel is authorized outside established boundaries.

Additional information on the subject of space available travel in Military Airlift Command aircraft to areas outside of the Western Hemisphere is contained in BuPers Inst 4650.16 (Supplement 1).

New Barracks for Gitmo

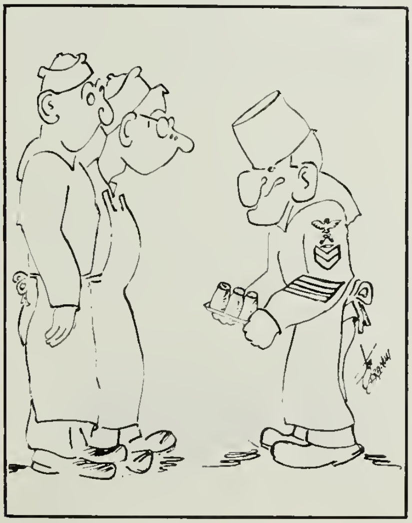
It's hot most of the time and there's no off-base liberty. However, the chow's good, working hours are not unreasonable, those who wish to do so find it easy to save money, and there are numerous on-base sports and other recreational facilities. There's even plenty of water, now.

Next January, the U. S. Naval Base at Guantanamo Bay, Cuba, also will have one of the Navy's nicest enlisted barracks.

Work on a new barracks began last November as part of a $7 million construction project which also includes an enlisted mess hall and quarters and mess for bachelor officers.

The $4 million barracks will be centrally air-conditioned and will accommodate 1340 men, four to a room. Each of the 335 rooms will have built-in wardrobes.

All-Navy Cartoon Contest
James R. Branum, CTC, USN



"OK, which one of you future prospects for the variable reenlistment bonus program put sugar in the salt and pepper shakers?"

GI Bill Is Changed

• GI BILL — Educational benefits under the GI Bill have been expanded to permit veterans with as little as 18 months of service to receive up to 36 months of college.

Also, wives of deceased or disabled veterans now may receive educational assistance from the Veterans Administration on the same basis enjoyed by sons and daughters of veterans who die or are totally disabled as a result of military service.

Generally, here's what the new law means:

Effective 1 Dec 1968, a veteran who has served at least 18 months of active duty (since 31 Jan 1955) is entitled to 36 months of VA educational assistance after he satisfies his military obligation.

Veterans formerly were entitled to one month of educational assistance for each month of service, with a maximum entitlement of 36 months.

Payments for education, raised last year, remain unchanged in the new law. A veteran without dependents taking full-time training receives $130 monthly; $155 with one dependent; $175 for two dependents and an extra $10 monthly for each additional dependent.

Payments to wives (and children) range from $60 monthly for half-time training to $130 for full-time school (up to 36 months).

Other provisions of the new law increase from 36 to 48 months the aggregate for which a veteran may receive educational assistance under two or more Federal veterans' benefits programs.

Also, veterans in flight training now may be paid on a monthly rather than quarterly basis, and veterans who participate in farm cooperative training may reduce their training to three-quarters or half-time schedules and receive proportionately reduced benefits.

This Is Duty in Wacca Pilatka (Also Known as NAS Jax)

In 1562 a party of French Huguenots, led by Jean Ribault, placed a stone monument at the mouth of the St. Johns River and claimed the area for France.

Two years later, other Frenchmen traveled up the river to an Indian village known as *Wacca Pilatka* (which meant "ford" or crossing). In time this shallow section of the river was extensively used by cattlemen and, reasonably enough, became known as Cow Ford.

The Frenchmen of the 16th century didn't know it of course, but they had planted their stone monument on what later became the Naval Station Mayport. Cow Ford ultimately became the city of Jacksonville.

Five flags—French, Spanish, English, Confederate and the Stars and Stripes—have flown over Jacksonville which, in 1822, was named in honor of Andrew Jackson.

The Navy didn't arrive in Jacksonville until 1940. Before that time the site now occupied by NAS Jax was occupied by two Army installations—Camp Joseph E. Johnston and Camp Foster.

In 1939, the Navy was seeking the good year-round flying weather and large protected water area offered by Jacksonville. The people of the city wanted the Navy enough to vote a million-dollar bond issue to purchase the Black Point site and give it to the Navy.

In 1940, the government had invested 15 million dollars in what was to be a training base for Navy pilots. Since then, it has become one of the largest naval air stations in the United States.

NAS Jax is the industrial center of the Navy complex which developed during and after World War II. Its other components are: NAS Cecil Field, a master jet base; the Navy Fuel Depot on Trout River; and the seaport Naval Station Mayport.

During World War II, Mayport served as a staging center for aircraft gunnery, bombing and torpedo practice; as a sea frontier base for antisubmarine patrols and training; and briefly as a recruit training base.

In 1946, the Mayport base was transferred to the U. S. Coast Guard. It was returned to the Navy in 1948 and used as an auxiliary landing field and a base from which crash-rescue boats could operate.

In 1952, the carrier basin, named for Ribault, was constructed, and today, Naval Station Mayport is the home port of three aircraft carriers and over two dozen other warships and support vessels.

Almost immediately after NAS was commissioned, the first cadets began their training. By the end of World War II, more than 11,000 pilots and 10,000 aircrewmen had undergone primary and operational training there.

In November 1948, its mission was changed to that of support of Fleet aviation units. With this came the establishment of Commander Fleet Air, Jacksonville.

Through the years, the task of the Naval Air Station has varied and today finds it an operational repair and supply activity in direct support of the Fleet.

Occupying a reservation of some 3400 acres on the St. Johns River, the Naval Air Station is a military-industrial activity with an estimated replacement value of more than 500 million dollars.

It is headquarters for about one-half of the Fleet air striking force in the Atlantic area.

NAS Jacksonville is also a major supply point which fills the requirements of naval activities and other government agencies in Florida.

At Jacksonville, aircraft carriers and destroyers operating out of Mayport load with fuel, food, spare parts and equipment—everything needed for a tour of several months.

The station comprises 15 separate departments, including the Overhaul and Repair Department, one of the largest industrial activities in northeast Florida. The services provided by the O&R include overhaul and rework of aircraft, engines, components and accessories. NAS Jacksonville is a major overhaul point for both jet and helicopter aircraft.

Aboard the Naval Air Station proper are eight separate commands. These are: Naval Air Station, Jacksonville; Commander Fleet Air, Jacksonville; Naval Air Technical Training Center; Fleet Air Wing II; Naval Hospital; Naval Air Reserve Training Unit; Fleet Intelligence Center, U. S. Naval Forces, Europe; and Fleet Weather Facility.

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN

"Did you happen to see a guy run through here with his sleeves rolled up, Chief?"

Commander Fleet Air Jacksonville — This is the senior command in the Jacksonville Navy Complex. COMFAIR JAX coordinates training and operation of Fleet aircraft and maintains liaison with naval shore establishments in conjunction with training needs of Fleet air squadrons. It is composed of air detachments at NAS Jacksonville and NAS Cecil Field, air groups, three attack carriers and other units.

Fleet Air Wing Eleven — (FAW 11) provides operational and administrative control over Patrol Squadron 5, Patrol Squadron 7, Patrol Squadron 16, Patrol Squadron 18 and Patrol Squadron 45. The missions of FAW 11 are to seek out and destroy enemy submarines and to perform minelaying operations during wartime; to conduct intensive antisubmarine warfare training and air search and rescue operations during peacetime. The squadrons of FAW 11 fly the SP-2 *Neptune* and the P-3A *Orion*.

U. S. Naval Hospital — The present naval hospital, which is situated on Mustin Road within 200 yards of the St. Johns River, has an authorized capacity of 425 beds.

Naval Air Technical Training Center — The Naval Air Technical Training Center (NATTC) operates four training schools where every year thousands of students learn the technical skills so vital to the Navy.

These schools are: Aviation Ordnanceman School, Class A and B; Aviation Electrician's Mate School, Class A and B; Radiography School, Class C; and Leadership School. The Training Center occupies the area south of Yorktown Avenue near the main gate.

Naval Air Reserve Training Unit — The Naval Air Reserve Training Unit and the Marine Air Reserve Training Detachment provide training for the weekend warriors from the entire state of Florida and from Southern Georgia. NARTU also conducts full-time recruiting.

Fleet Intelligence Center, U. S. Naval Forces, Europe — The mission of FICEUR is to provide intelligence support to Atlantic Fleet Naval and Marine units operating in the European area.

Fleet Weather Facility — In addition to flight forecasting and local weather services, the Fleet Weather Facility issues forecasts and warnings to the operating forces in coastal waters from Cape Romain, N. C., to Brownsville, Tex.

It also provides hurricane forecasts for the naval units in the Atlantic Ocean, Caribbean Sea, the Gulf of Mexico, and is the scheduling authority for all weather and oceanographic reconnaissance flights in those areas.

Housing

(Note: Reports on housing are subject to change, and the information printed below may well have been revised by the time you read this, or by the time you receive your orders. With these reservations in mind, you may find this report on housing helpful. Nevertheless, it is suggested that you check with the Family Services Center nearest you when you receive your orders to your next duty.)

Navymen and their families who find it necessary to stay in a hotel until they can settle permanently can find hotels in the area ranging in price from $4 for single occupancy and $6 for two people to a high of $7 for a single room and $11.15 for a double room.

Motels charge between $5 and $9 for a single room and between $7 and $16 for a double room.

These rates exclude the hotels and motels in the beach areas which are, of course, more expensive.

There are also several trailer courts in the area where trailers may be rented for between $65 and $110 per month, depending on the location, size and luxury of the accommodations.

If you bring your own trailer, you can expect to pay about $35 per month.

You will find a Navy Exchange guest house where incoming Navymen and their families, under most conditions, can stay for 15 days. The guest house is also open to relatives and guests of Navy families stationed at Jacksonville.

A two-bedroom unit with kitchen can be rented for $6 per day while a three-bedroom unit with kitchen costs $7 per day.

WHAT'S IN A NAME

These Ladies Led Brief, Violent Lives

Sailors on watch often find interesting reading on the back of pilot charts issued by the U. S. Naval Oceanographic Office.

For example, the September 1968 edition of the PILOT CHART OF THE NORTH ATLANTIC carries an article on the violent life of eight tropical cyclones which occurred during September and October of 1967.

Four of the season's hurricanes are principally remembered by seasick sailors who met them before the storms blew themselves out in mid-Atlantic.

Four of the eight tropical cyclones, however, were responsible for the death of 68 people and Hurricane Beulah alone caused an estimated $208 million in damage.

Beulah reached full hurricane intensity on 8 Sep 1967 as she swept through the Caribbean Sea and ripped across the Yucatan Peninsula. She then rebuilt her fury in the Gulf of Mexico before lashing out against the coastal areas of southern Texas.

She left 59 people dead in her wake and thousands were made homeless by floods caused by torrential rain.

But Beulah wasn't content with her own damage; she loosed her undisciplined children upon the Texans. One hundred and fifteen tornadoes spawned by Beulah killed five persons, injured nine and caused nearly one and one-half million dollars in property damage.

Nevertheless, it's an ill wind that blows no one good. Beulah blew a gale in Puerto Rico but also brought rain needed to relieve a severe drought which had burned pastures and brought disease to the coffee trees.

One good turn notwithstanding, Beulah caused the season's greatest damage although her sisters Chloe, Doria and Fern were no amateurs at the destruction game.

Chloe was born near Spain in September 1967 and drowned three crewmen when she sent their ship to the bottom.

Doria churned up the Virginia-Maryland-North Carolina coast where tides ran two to three feet above normal and three people lost their lives off Ocean City, N. J., in a boating accident associated with the storm.

Fern may have been the cruelest of all that year's violent ladies for she added to the misery of Mexicans still reeling from the impact of Beulah's fury.

Fern moved across the Mexican coastline just north of Tampico bringing torrential rain and floods which drowned three people.

NORTH ATLANTIC PILOT CHART
HRGraf

The pilot charts, enlivened with this type of maritime reading material, are published monthly by the U. S. Naval Oceanographic Office.

Two editions—one each for the Atlantic and Pacific—inform navigators concerning magnetism, changes in currents, the presence of debris and other subjects of interest aboard ships.

Articles on such subjects as natural phenomena and underwater disturbances appear on the reverse side of the charts for the information of anyone with time on his hands and a hankering for something informative to read.

Copies of the Pilot Charts are available at 50 cents from the U. S. Naval Oceanographic Office, Suitland, Md. 20390.

All units have private bathroom facilities and the kitchens are furnished with cooking utensils, silverware and dinnerware. Towels are replaced daily in each unit and linen is replaced semiweekly. Cribs are available for infants.

If you want reservations at the guest house, write to the Navy Exchange Office, Building 27, Box 13, USNAS, Jacksonville, Fla. 32212, or telephone 389-771, extension 665.

Navymen who occupy the guest house aren't required to forfeit their BAQ allowance for quarters while they are in a duty or leave status incident to a permanent change of station as long their occupancy lasts no longer than 30 consecutive days.

Those who wish to live on the station during their stay will find 38 public quarters available to officers and 77 for enlisted men in pay grades E-4 (with four years of service) and above.

These units have two and three bedrooms and one and a half or two baths. There are also 37 four-bedroom units in public quarters for married enlisted men having four or more children with one over 12 years old. Ranges and refrigerators are provided in public quarters but furniture must be supplied by you, although government-owned furniture is available to supplement privately owned pieces.

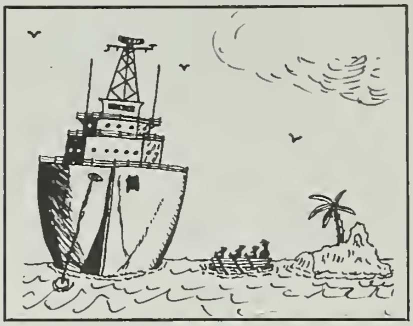
It is the policy of the Navy to place primary reliance on the local community for housing; therefore, most Navymen coming to Jacksonville will have to look elsewhere than public quarters for a place to live.

The Family Services Center also functions as the Housing Referral Office and maintains listings of off-base housing—private apartments and homes and VA/FHA listings of homes which are for sale or rent. The Center also maintains realtors' listings.

The cost of housing varies considerably, depending upon the size, condition and location of the house or apartment. The southwest section of metropolitan Jacksonville, Duval County, and the Orange Park area in Clay County are closest to the station facilities at both NAS Jacksonville and NAS Cecil Field.

There are relatively few furnished rentals available and they cost between $65 and $150. Unfurnished homes, on the other hand, are plentiful and rentals generally average from $75 up for a three-bedroom home.

All-Navy Cartoon Contest
James A. Gray, EM2, USN



"Well, yes, he did promise us liberty at the next island, but . . ."

In addition, there is an abundance of VA- and FHA-repossessed homes for sale and rent. VA monthly rentals are computed at $9 per thousand of the selling price.

The average monthly rental for a three-bedroom house ranges from $85 to $120. Rent is paid by the month and no lease is required, although advance payment and a security deposit equal to a month's rent are usually required. The latter is refunded at the end of the tenant's occupancy if the quarters are vacated in good order.

NOW HERE'S THIS

Ask This Navyman What He Thinks of the VRB

The amount received recently by Boilerman 1st Class Robert E. Paschall after he reenlisted on board the guided missile destroyer USS *Decatur* (DDG 31) may be a bonus record.

At any rate, not since the Variable Reenlistment Bonus became a career incentive in January 1966 has ALL HANDS had occasion to report such a whopping re-up figure —$10,984.27. In this case, $8000 was awarded the 10-year Navyman, who qualified for the maximum VRB bonus, plus $2000 normally authorized for regular reenlistment. The $984.27 represents payment for earned leave sold rather than taken, and travel, subsistence and quarters allowances.

And, because Paschall reenlisted in a combat zone—waters off North Vietnam—his bonus carried the added attraction of being entirely tax-free.

So, what to do with it all? Paschall thinks he has the answer. He plans to use it as a down payment on a house in the Long Beach area, homeport of *Decatur*.

— LT. G. P. Kimball

Apartment units consisting of one to four bedrooms are also abundant in Jacksonville. They range from about $130 and up for the newer units and many have carpets and drapes.

Most apartment buildings are conveniently located to buses, schools and shopping and offer tenants swimming pool facilities, garden areas and laundries.

The longer established apartment buildings without recreational facilities offer one- and two-bedroom apartments which rent from $65 up.

Recreation

There is no shortage of recreational or entertainment facilities at NAS Jacksonville. The base's proximity to both fresh and salt water gives Navymen a sportsman's bonus.

Among other facilities, NAS JAX's Navy Recreation Division maintains a variety of playing fields which are generally available except at times designated for intramural and varsity programs. Sports equipment for use on the fields can be checked out at the Gear Issue Room, Monday through Friday.

For example, there are three lighted centrally located softball fields which may be reserved. There are also two baseball diamonds and two handball courts. Basketball and volleyball courts in the gym can be used for intramural and varsity programs.

Squash and tennis courts (10 of the latter with hard surfaces) are also available and there are two touch football fields as well as a 368-yard oval and a 100-yard straightaway track for use by track and field enthusiasts.

If you are a licensed amateur radio operator, station W4NEK is open for use Monday through Friday. A radio club meets biweekly in the radio shack.

Sixteen lanes await bowlers at NAS JAX and there are intramural leagues for military men and women. Golfers have an 18-hole course and a driving range. The clubhouse carries a complete line of equipment and has clubs for rent.

A hobby shop has materials and

tools for auto repair, carpentry, boat building and repair, welding, ceramics, model-building, photography, leatherwork and slot car racing. Dependents under 15 are excluded from the hobby shop area.

The horsey set will find a stable and riding trails. Mounts can be rented every day except Monday.

Jacksonville Navymen can take advantage of the outdoors by using the picnic grounds at Casa Linda Lake, Birmingham and McFarland, all of which are equipped with tables, slides and swings. Fishing is permitted.

There are a number of swimming pools. Two outdoor pools are available to all NAS JAX families. An officers' pool is located at the officers' club and chiefs have an outdoor pool and patio.

Those who want to swim indoors also have a pool which is open to officers, enlisted men, dependents and guests. This pool is equipped with two diving boards and locker and shower facilities. A steam room and workout room are located in the same building.

All kinds of boats—those with outboard motors, canoes and fishing boats are available on a first-come, first-served basis. There is a small charge.

Fishing aboard the station is permitted but fishing licenses are required. Outboard motors, boats, nets, bait and other equipment can be checked out through the Special Services Gear Issue Room during regular working hours. Both hunting and fishing licenses can be purchased through Special Services.

The Navy Jax Sailing Club House is home port for sailors who want to take a busman's holiday. Activities of the club include sailing instruction, regattas, pleasure and family sailing. Sloops and 16-foot day sailers are available. Membership costs $5.

If you are in the mood for more sedentary recreation, two movie theaters show different features every night or, if that doesn't please, try one of the three well-stocked libraries aboard the station.

The Recreation Division attempts to obtain tickets for all events at the Jacksonville Coliseum and Civic Auditorium. Tickets are available at reduced rates to those who ask first.

At the Acey-Ducey Club for first and second class petty officers, POs can enjoy luncheon Monday through Friday and dinner Tuesday through Friday. On weekends, dinner is served at noon as well as during evening hours. There is live entertainment on Friday and Saturday nights until 0100 and on Sunday until 2400.

A Blue Jackets Inn has a snack bar, television lounge and dining services. It is open seven days a week. The Crow's Nest located in the same building is also available to first and second class petty officers.

The Chief Petty Officers' Club has a dining room and bar. Live entertainment is available on Friday and Saturday nights.

U.S. NAVY
ALL HANDS

DON'T UP, UP and AWAY with this issue of ALL HANDS Magazine. Remember nine others are waiting for it.

Commissioned officers have an open mess which has a main bar, dining room, package store and swimming pool.

The religious needs of Navy families at NAS Jacksonville are taken care of at St Edward's Chapel, St Luke's Chapel and All Saints' Chapel. There are also a young adult discussion-fellowship group, a Catholic sodality and a single young Catholic organization.

In addition to religious facilities on the base, Jacksonville itself has more than 40 places of worship.

Chances for Advancement: 'May Be Better This Year Than Ever Before'

YOUR CHANCES FOR advancement may be better this year than ever before. This, in essence, is one message contained in BuPers Notice 1418 (21 Nov 1968) which passes the word on the February 1969 exam schedule.

That schedule commences on the morning of 4 February when eligible E-3 personnel open the 3rd class petty officer exam booklets. Two days later, qualified 3rd class will take the pay grade E-5 exams, followed on Tuesday, 11 February, by individuals aspiring to become 1st class petty officers.

It may pay superstitious individuals to carry an extra rabbit foot to the E-7 exams which are slated for 13 February (luckily it's a Thursday, not a Friday).

The E-8 and E-9 exams, notification of which is discussed on page 60, are to be held on 25 February.

Two major points that have helped to create the favorable side of the E-4 through E-7 advancement opportunity are waivers of service in pay grade requirements, and an increase in the number of petty officers authorized to be advanced, brought about primarily by an increase in naval operations in the Western Pacific.

The waivers of service in pay grade affect only you who are going up for 3rd or 2nd class. All service requirements have been waived for E-4 candidates; however, you must be serving in pay grade E-3 as of 4

Feb 1969, date of the E-4 exams.

Waivers for you who participate in the E-5 exams may extend up to six months in pay grade E-4 as long as you fulfill the service in pay grade requirement by 16 May of this year.

There may be some of you who are now serving in pay grade E-3 who are eligible, because of the service in grade waivers and other qualifications, to participate in the E-5 exams.

First, you must meet these qualifications:

- Be exceptionally qualified and capable of assuming the duties of a 2nd class petty officer, and
- Have passed the August 1968 E-4 examination and be awaiting your authorized advancement to 3rd class on a specific date.

Because of the waivers of service in pay grade, certain enlisted performance evaluations may also be in need of modification.

For instance, if you are authorized a service in pay grade waiver for advancement to pay grade E-5 and there is not an E-4 evaluation covering the 12 months before the examination month, you must have a special evaluation written up on your performance as of 31 Jan 1969.

If a special evaluation is not prepared, and if there are no pay grade E-4 evaluations available, then your pay grade E-3 evaluations covering the 12-month period ending 31 Jan 1969 will be used to compute your average performance mark.

Those of you who are authorized a service in pay grade waiver for advancement to 3rd class petty officer may use your pay grade E-2 evaluations for the six-month period ending 31 Jan 1969, in the event you have no pay grade E-3 evaluations available.

But, if neither an E-2 nor an E-3 evaluation is available, a special evaluation may be written on your performance at the discretion of your commanding officer.

Service in pay grade waivers are also authorized individuals considered for automatic promotion, such as certain Class A school graduates. This applies to persons in all ratings and apprenticeships.

Under this authorization, six months in pay grade E-4 is allowed for advancement to 2nd class petty officer, and six months is waived in pay grade E-3 for advancement to E-4. To qualify for advancement to 3rd class, however, you must be serving in pay grade E-3 on the date of the authorized promotion.

Waivers for automatic advancement have been in existence since 1 September of last year and are scheduled to remain in effect through 30 April of this year.

Other pre-examination requirements relative to past testing periods remain much the same.

Required correspondence courses, performances tests, practical factors, and the applicable military or leadership examinations must be completed before you are completely eligible to participate in the exams.

How long you've been in service, an equally important factor when determining an individual's eligibility to participate in advancement examinations, is of particular interest to E-7 candidates who must have an accumulation of eight-years' service to be eligible.

If you are in this category, but fall short of the eight-year requirement, even after adding active Navy and other military service time, you may still qualify. As either a Regular Navy or Naval Reserve E-7 candidate, you are now authorized to add any time spent in the inactive Naval Reserve, as a member of a drilling unit, to your active military service to compute total length of service.

You should insure that the length of service listed on your examination work sheet is not a combination of active and inactive service, however. These duties should be listed separately since inactive service cannot be combined with active service when computing a final multiple credit for examination purposes.

The length of service credit is equally important to those petty officers who have been directly procured into the Navy and to those enlisted men who were recalled to active duty.

For the most part, these individuals do not have sufficient time in service to qualify for participating in advancement examinations. Therefore, special credit, according to pay grade, is provided as follows:

E-4 : 1 year, 2 months
E-5 : 2 years, 2 months
E-6 : 4 years, 2 months
E-7 : 8 years, 0 months

Each length of service authorization listed is the maximum credit given in any one pay grade and should only be used in lieu of an individual's actual length of service. In other words, it may not be added to the actual length of service.

In the case of E-4 and E-5 candidates who have been granted a service in pay grade waiver, as mentioned above, the time waived must be subtracted from the length of service credit. This will result in the adjusted length of service credit which will be used provided it is greater than the individual's actual length of service.

Although the waivers of service in pay grade and length of service credits will tend to open the door to advancement to more candidates, the aim is to maintain the tradition of high quality in the petty officer corps.

CO's Recommendation to Play Larger Role in Senior and Master CPO Promotions

Your qualifications for promotion to senior or master chief petty officer must be checked out by a command interview board.

Only then may your CO authorize you to take the senior or master chief petty officer advancement exam.

Next, a package of information which includes a performance evaluation, interviewer's appraisal sheet and letter of recommendation, will be worked up at your command and sent to BuPers.

Later, if it's found you passed the exam, the report compiled at your command will have considerable weight before the senior/master chief petty officer selection board.

These and other changes to the mechanics of recommendation are contained in BuPers Notice 1418 (18 Nov 1968), the basic directive

All-Navy Cartoon Contest
David N. Wokeman, ST1, USN

". . . and just as soon as I make my rate as chief petty officer, whammo, we get married."

on advancements to pay grades E-8 and E-9 for fiscal 1970.

The notice says, in essence, that your qualifications will be given a closer scrutiny than ever before, and that your CO's recommendation will for the first time take the form of a positive and detailed evaluation.

It boils down to your CO having more say in whether you are to make senior/master chief, and that if you are selected, chances are good you are qualified.

This year's senior/master chief exams will be held on 25 February, with the first advancements to be effective on 16 August. Therefore, if you think you are qualified, there still may be time for you to check on your basic eligibility and make it before your command interview board.

Here's a summary of the BuPers Notice:

Eligibility

Before you are considered for advancement to senior or master chief petty officer as a result of this year's exams, you must meet the following requirements by the dates shown:

Service—The terminal eligibility date (TED) for computing total enlisted service and time in grade is 16 Nov 1969. For advancement to senior chief petty officer, you must by the TED have at least 11 years' total service and three years as a chief petty officer. For advancement to master chief petty officer, you must have 13 years' total service and two years as a senior chief petty officer.

You may receive a three-year waiver of the total service requirement only if you enlisted as a petty officer under the Direct Procurement Program, or if you are an active duty Reservist who enlisted in the Advanced Pay Grade Program. In such cases you must have eight years' total enlisted service for advancement to senior chief petty officer, or 10 years' service for advancement to master chief petty officer.

Correspondence Courses—You have until 25 Feb 1969 to complete OCC Navy Regulations (NavPers 10740-A4), required for senior chief petty officer or OCC Military Justice in the Navy (NavPers 10993-5) required for master chief petty officer.

Here you should note that your command must screen your service record to see if it contains the required course completion certificate. If the certificate is missing and you state you did complete the course in question, your command must write to the Correspondence Course Center for verification. The necessary documents then will be sent to your command and to BuPers for insertion in your records.

Practical Factors—All practical factors for this year's exam must be completed by 25 Jan 1969.

Interview Board

The interview board appointed by your CO may convene any time before 14 Feb 1969.

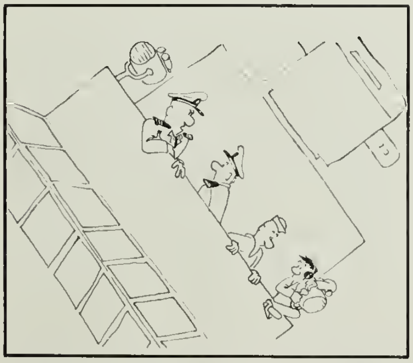
The board must consist of three commissioned officers, with the senior member in grade lieutenant commander or higher. No member may be below grade lieutenant, except that commissioned warrant officers, grades W-3 and W-4, may be used.

If the convening authority wishes, a master chief petty officer may also be appointed to the board, and, when appropriate, women officers or officers of the Staff Corps also may serve.

When operational circumstances permit, board members should be drawn from sources outside your command. If it is not possible to convene a board with the seniority prescribed, your CO may perform the functions of the board and then explain the circumstances in his letter of recommendation.

The board will work with available material such as your service record, a special report of enlisted performance evaluation and the interviewer's appraisal sheet. After talking with you, the board members will assess your personal qualifications and give a written report to your CO.

All-Navy Cartoon Contest
P. O. McVay, LTJG, USNR



"OOD, have engineering finish the unrep by pumping the rest of the oil into the starboard tanks."

Recommendation

A final decision on whether you take the advancement exam then is made by your CO. If he does not authorize you to take the test, he (or his representative) will meet with you and tell you why. He'll discuss with you your areas of weakness and what you should do in order to be recommended next year.

If you are recommended, your command has until 1 Apr 1969 to send your recommendation package to BuPers (Pers E-3). This must include copies of the Interviewer's Appraisal Sheet (NavPers 958) and Report of Enlisted Performance Evaluation (NavPers 792).

In his letter of recommendation, your CO should comment on your:

- Past performance.
- Motivation and potential for performance as a senior/master chief petty officer.
- General attitude.
- Indicated academic ability (as demonstrated by your service school attainments, off-duty study and use of correspondence courses or shipboard training facilities).
- Other qualifications (Chief of the Boat; JOOD; etc.).

Selection Board

If you pass the February exam, your name, record and CO's recommendation will go before the selection board which meets in BuPers early next June. If you are selected, your advancement could become effective as early as 16 Aug 1969 (first increment).

Acceptance

The limiting date for accepting advancement to senior/master chief this year is 15 Oct 1969. You have until then to decide whether you will agree to extend your enlistment, if necessary, in order to have a two-year obligation for service in your new grade.

Additional details on this year's senior/master chief petty officer advancements are contained in BuPers Notice 1418 (18 Nov 1968), including information of interest to Reservists and COs of Selected Reserve Units. Temporary officers who wish to participate in this year's exams should check BuPers Notice 1418 (26 Apr 1968).

DECORATIONS and CITATIONS

HEROES and LEADERS

BRONZE STAR—CDR Robert Walters, of *USS Providence* (CLG 6), is presented Bronze Star with combat V by Captain Ernest Hollyfield, Jr. He earned the award as XO of *Providence* when she supplied gunfire support off Vietnam.

NAVY CROSS

"For extraordinary heroism . . ."

★ **BACK, James B.,** Lieutenant, Medical Corps, USNR, for extraordinary heroism on 28 Feb 1968 while serving as a surgeon with a Marine unit in the Republic of Vietnam. Upon treating a wounded Marine at the regimental aid station, LT Back found a projectile imbedded in the Marine's lower left side. He was informed that the object appeared to be a grenade, but resolutely proceeded with the delicate operation without the aid of body armor. He continued the operation until he freed the object and carried it outside for disposal. It was later learned that the projectile was the fuse of a B-40 rocket, an extremely sensitive and highly explosive device.

★ **CASEY, Robert M.,** Hospital Corpsman 3rd Class, USN, posthumously, for extraordinary heroism while serving with a Marine unit in connection with operations in the Republic of Vietnam. When point elements of his Marine unit came under fire, Petty Officer Casey moved forward and aided a wounded Marine. Although wounded himself, he disregarded his injury and began to treat another casualty. While doing so he received two additional wounds. When other Marines tried to evacuate Casey, he refused to leave the area, stating that he wanted to continue to help the wounded. After finally being moved to the rear, he provided instructions to others in applying battle dressings. Upon hearing another man's call for help, he crawled to the Marine and was mortally wounded while treating his comrade's wounds.

★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for extraordinary heroism on 24 Feb 1968 while serving as a flight officer in an attack squadron. As leading bombardier and navigator during a night mission, he navigated his plane at low altitudes and successfully penetrated extremely heavy enemy defenses. Disregarding the missile and artillery defenses, he maintained a steady radar tracking of the target until completion of his assignment.

★ **WESELESKEY, Allen E.,** Lieutenant Commander, USN, for extraordinary heroism on 9 Mar 1968 while serving as an attack fire team leader with a helicopter squadron in the Mekong Delta. While attempting to rescue two Army advisors who were critically wounded in a battle with Viet Cong forces, LCDR Weseleskey's helicopter fire team was caught in an intense cross-fire. When his wingman's aircraft commander and gunner were wounded, he ordered them to return to base while he attempted to complete the mission alone. Joined by an Army gunship, assigned to cover his rescue attempt, he again entered the combat zone and landed his aircraft on target in a confined zone. After bringing the wounded men aboard, he lifted out of the zone, maintaining control of his aircraft despite adverse conditions and intense enemy fire.

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold star in lieu of second award

★ **ASHWORTH, Frederick L.,** Vice Admiral, USN, for exceptionally meritorious service as Deputy Commander in Chief, U. S. Atlantic Fleet, and as Chief of Staff to the Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet and Commander in Chief Western Atlantic Area, from April 1967 to September 1968.

★ **COBB, James O.,** Rear Admiral, USN, for exceptionally meritorious service as Deputy Director, Joint Staff, Joint Chiefs of Staff, from January 1967 to September 1968.

★ **HEYWARD, Alexander S., Jr.,** Vice Admiral, USN, for exceptionally meritorious service as Chief of Naval Air Training from 26 Jun 1964 to 31 Jul 1968.

Gold star in lieu of second award

★ **MARTIN, William I.,** Vice Admiral, USN, for exceptionally meritorious service as Commander 6th Fleet and as Commander, Naval Striking and Support Forces, Southern Europe from 10 Apr 1967 to 14 Aug 1968.

★ **McDONALD, Lucien B.,** Rear Admiral, USN, for exceptionally meritorious service as Commander Military Sea Transportation Service, Far East, from March 1966 to September 1968.

★ **WEINEL, John P.,** Rear Admiral, USN, for exceptionally meritorious service as Commander Carrier Division Three and as a task group commander of Task Force 77, from 10 Oct 1967 to 24 Apr 1968.

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BARRETT, Thomas D.,** Commander, USN, for action on 26 Sep 1967 while serving as officer in charge of a light photographic squadron in support of combat operations in Vietnam. Displaying superb airmanship, he led a reconnaissance flight through antiaircraft fire to obtain damage assessment photography of a target immediately following a combined mission. An enemy shell severed most of the outer wing panel of his aircraft, throwing the plane out of control. He continued his mission with his crippled aircraft, maneuvering to obtain coverage of his primary photographic target. He successfully concluded his mission, landing his plane aboard ship.

NAVY CROSS—Petty Officer Anthony C. Hanson is presented nation's second highest award by RADM C. A. Karaberis in ceremonies held at Imperial Beach. He received the award for duty while serving as an aircrewman of a SAR helo assigned to *USS Reeves* (DLG 24).

Gold star in lieu of second award
★ **DUNN, Robert F.,** Commander, USN, for conspicuous gallantry and intrepidity in action on 9 Jul 1967 as leader of a flight mission over Vietnam. When his flight was taken under attack by missiles, the flight became disarrayed during evasive maneuvers. He reorganized his strike force and directed it to continue the mission while he orbited his wingman's plane which was hit by missile fire. After losing sight of the crippled aircraft, he proceeded to the target and successfully completed his mission. He then returned to search for the missing aircraft amid continuing heavy antiaircraft fire.

★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for conspicuous gallantry and intrepidity in action on 6 Mar 1968 as a flight officer in a night mission over Vietnam. He successfully piloted his aircraft through monsoon weather and heavy enemy fire in reaching his objective. "By his courageous actions, outstanding professional competence and devotion to duty in the face of enemy opposition, he upheld the highest traditions of the United States Naval Service."

★ **GROSHONG, Allen E.,** Hospital Corpsman 3rd Class, USN, posthumously, for action on 8 Apr 1968 while serving with a Marine unit in Vietnam. When his unit was pinned down by heavy fire resulting in several casualties, Petty Officer Groshong began treating the wounded. Although wounded while crawling to the aid of his comrades, he remained in the exposed position treating the casualties until he was mortally wounded. His heroic actions were instrumental in saving the lives of several of his wounded comrades.

Gold star in lieu of second award
★ **LINDER, James B.,** Commander, USN, for action on 24 Oct 1967 as leader of a group of aircraft on a mission over Vietnam. After encountering fierce enemy opposition, his group successfully completed its mission. His aircraft was engulfed by antiaircraft fire and missile detonations during the engagement, but he returned to the target for a highly successful single plane assignment before leading his flight group from the area.

★ **MACHMER, James A.,** Hospital Corpsman 3rd Class, USN, for conspicuous gallantry and intrepidity in action on 26 Apr 1968 while serving with a Marine unit in Vietnam. Petty Officer Machmer was a member of a reconnaissance patrol which came under enemy mortar attack. He advanced under the heavy fire to treat a Marine who was severely wounded in the legs. After moving the man to cover, he realized that the man required a blood transfusion. Discovering that the plasma bottles had been shattered, he checked his blood to insure that it would be compatible and then administered a direct transfusion. Realizing that he had no means to gauge the amount of blood he was giving, he proceeded with the lifesaving treatment in total darkness. After a helicopter evacuated the Marine, Petty Officer Machmer began to treat less seriously wounded Marines and prepare them for evacuation.

★ **SEARFUS, William H.,** Commander, USN, posthumously, for action on 25 Oct 1967 as commanding officer of an aircraft squadron. He led two divisions of aircraft on a mission through heavy surface-to-air missile and antiaircraft fire. He alerted the group to incoming missiles during the mission. Following the mission, his plane was engulfed by enemy fire which actually displaced his aircraft, but he regained control of his craft and selected a safe route from the area.

★ **TEAGUE, Michael A.,** Hospital Corpsman 3rd Class, USNR, posthumously, for action on 2 May 1968 while serving with a Marine unit in the Republic of Vietnam. When his unit came under sniper fire, sustaining numerous casualties, Petty Officer Teague organized an aid station where he treated and supervised evacuation of the wounded. While aiding a seriously wounded Marine, he came under intense fire. Despite hostile fire impacting around him, he continued to aid the man, shielding him with his own body. Petty Officer Teague was seriously wounded, but began to move the casualty to a covered position when he was mortally wounded.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **SNYDER, Joseph E., Jr.,** Captain, USN, for service from July 1963 to December 1967 as Special Assistant to the Assistant Secretary of the Navy for Research and Development.

★ **SOBEL, Samuel,** Captain, CHC, USN, for service from July 1965 through June 1968 as Executive Director, Armed Forces Chaplains Board, Department of Defense.

★ **STILES, Charles L.,** Commander, USN, for service from June 1965 to July 1967 as chief of an operations division within the Production Organization, National Security Agency, Fort George G. Meade, Maryland.

FOR VIETNAM ACTION—Thomas E. Donahue, GM3, is presented the Bronze Star by RADM F. Gilkeson. He earned the award as a gunner aboard an armored troop carrier.

★ **STREAN, Bernard M.,** Rear Admiral, USN, for service from July 1965 to July 1968 as Deputy Chief of Naval Personnel.

★ **TARLETON, George L.,** Captain, USN, for service from 4 Aug 1965 to 1 Jul 1967 as Chief, War Games Section, Operational Analysis and Reports Branch, Operations Division, Headquarters Pacific Command.

★ **TRAIN, Harry D., II,** Commander, USN, for service from August 1964 to October 1967 while serving in the Office of the Secretary of the Navy as Military Assistant to the Special Assistant to the Secretary of the Navy.

★ **TREMAINE, Mark G.,** Captain, USN, for service from 23 Sep 1966 to 31 Jul 1968 as the Executive Assistant and Senior Aide to the Deputy Chief of Naval Operations (Logistics).

★ **TROST, Carlisle A. H.,** Commander, USN, for service as Military Assistant to the Deputy Secretary of Defense from 5 Apr 1965 to 5 Jan 1968.

★ **WEBER, Bruce S.,** Captain, USN, for service from December 1963 through June 1968 as Director, Operational Training, Testing and Evaluation Directorate, Deputy Chief of Staff, Operations, Headquarters North American Air Defense Command.

★ **WHITAKER, Reuben T.,** Rear Admiral, USN, for service from July 1965 through July 1968 as Commander, Military Sea Transportation Service, Atlantic.

★ **WILLIAMS, Robert E.,** Captain, USN, for service from 28 Jul 1965 to 5 Jul 1967 as Head, Current Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations.

★ **WILSON, Ernest E.,** Captain, USN, for service in the Atlantic and Southern and Pacific Divisions of the Operations Directorate, Joint Staff of the Joint Chiefs of Staff from June 1965 to May 1968.

Gold star in lieu of second award
★ **WRIGHT, Whitney,** Captain, USN, for service from January 1965 to October 1967, while serving as Deputy Assistant Chief of Staff for Current Operations on the staff of Commander in Chief, U. S. Pacific Fleet.

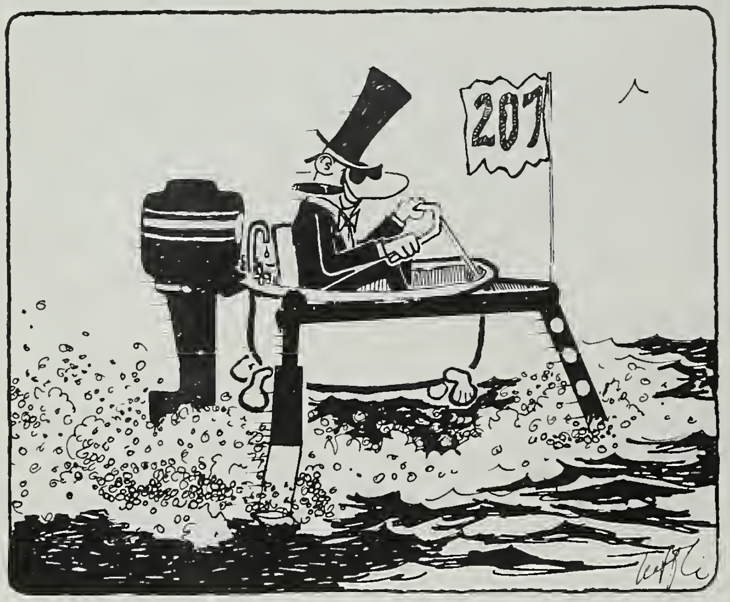
TAFFRAIL TALK

THE BATHTUB WAS BEAUTIFUL. It had a black frame, yellow tub, red foils, and multicolored beach balls all around. It had a red plastic chair, red and white sunshade, and command pennants. It also had Commissioned Officer Bill Bissett. He was beautiful, too.

Immaculate in top hat and tails, he gingerly stepped aboard his craft, lit a cigar, and arranged his sunshade. The crowd watched breathlessly.

Mr. Bissett started his motor, opened the throttle, and his craft quickly rose clear of the water. The bathtub and its debonair pilot were airborne.

Seems the Nanaimo-to-Vancouver bathtub race is a big event up around western Canada. The idea is to start out with a bathtub, discard a few items (the ring, at least), add some things (skis, usually), put an inboard motor on the back, and away you go (presumably with a rub-a-dub-dub).



Mr. Bissett decided that Fleet School Esquimalt, where he is Constructor Officer, should have an entry. Only his tub would be on hydrofoils.

Although Esquimalt's entry did not win the Nanaimo-to-Vancouver race (its motor was swamped by a passing cruiser), it was awarded two first prizes by the Royal Nanaimo Bathtub Society's judges. The awards were for (a) most original design of 1968; and (b) best paddlewheeler. It had no paddlewheels, but that didn't matter. The judges felt it should receive some kind of special award and that was the only one they had left.

It's all true. Almost every word of it. After all, we have the assurance of our good friends of the Canadian Forces *Sentinel*, and we know they are the epitome of veracity.

We passed on Commissioned Officer Bissett's achievement to the appropriate officials in the Naval Ship Systems Command, but they promptly informed us that their people were all shower-oriented, thanks.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

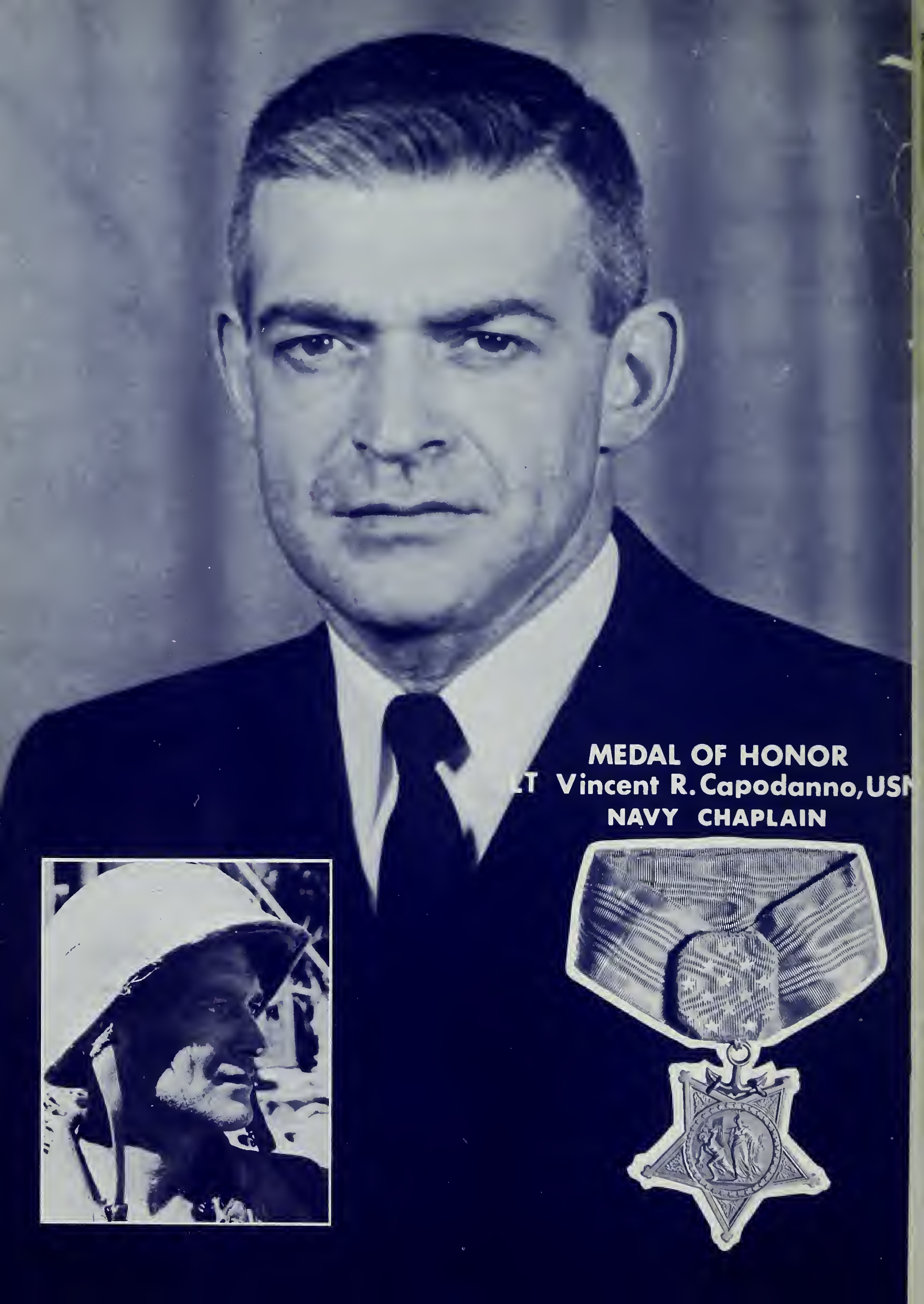
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

- **AT RIGHT: EARLY MORNING**—Sunrise in the Pacific silhouettes USS Constellation (CVA 64) as she takes part in refueling exercises with USS Carpenter (DD 825) off Pearl Harbor.



MEDAL OF HONOR
LT Vincent R. Capodanno, USN
NAVY CHAPLAIN

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1969 Nav-Pers-O NUMBER 625

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Introducing Detachment Charlie: Navy Astronautics Group 2
Aboard *Intrepid:* 100,000th Catapult Launch 4
What's That — A Land Catapult? 6
NTC Great Lakes: This Is Where It All Begins 8
E Awards: The Sharpest Ships in Both Fleets 10
Fleet Citations: The Brave and the Gallant 12
They've Seen It: From Elephants in Armor to Firth of Clyde 14
Flight Deck Boatswain 16
AGs Keep Tabs on the Weather 17
Sasebo: A Sample of Navy Family Life Overseas 18
COD Greyhounds 25

Departments

Letters to the Editor 26
Today's Navy 36
Decorations and Citations 62

Feature Centerspread

Changes in Ship Classifications 31
The U.S. Fleet in Silhouette 32

Bulletin Board

TraLant Lists Changes in Damage Control, Firefighting Courses 43
RSFPP: How to Insure Family Security Before You Retire 46
Shore Duty Upcoming Via Seavey A-69 50
What's the SCORE? Nineteen Ratings Now in Program 52
Why Not Add Gold Stripes to Your Navy Blue? 54
For February: It's Tax Check-Up Time 59
Area of Korean Waters Defined for USAFE Eligibility 61
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

- **FRONT COVER: DOWN BELOW—Fireman L. F. Zmarzcinski, USN, operates the main control panel of the forward engine room aboard USS Wainwright (DLG 28).—Photo by Photographer's Mate 2nd Class William M. Hopkins, USN.**

- **AT LEFT: HIGHEST AWARD—Lieutenant Vincent R. Capodanno was awarded, posthumously, the country's highest medal, the Medal of Honor, 7 Jan 1969. He became the second Navy chaplain in history to receive the award, and the fourth Navyman to receive the Medal of Honor for action in Vietnam. Turn to page 37 for a story on Chaplain Capodanno.**

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

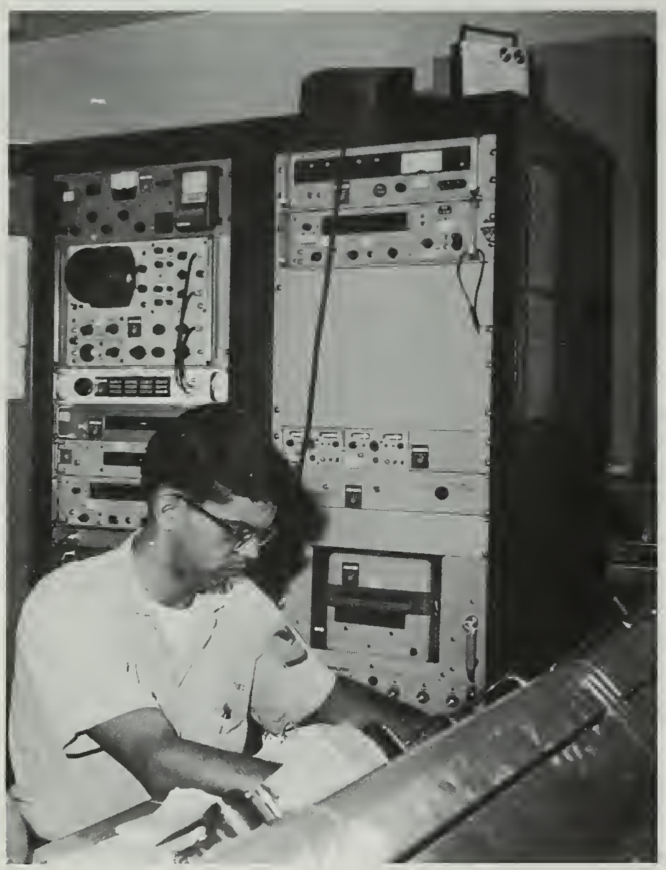
The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

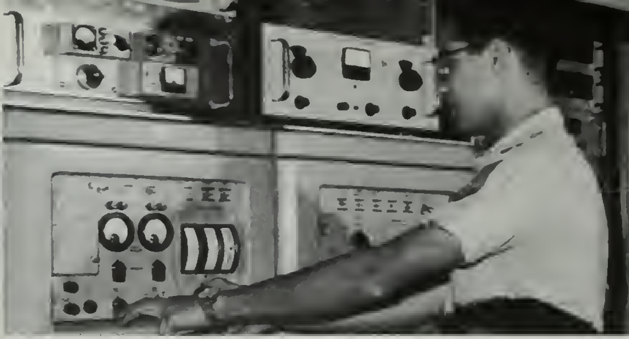
The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.





SATELLITE OVER—Navy technicians man their posts at tracking console. Left: Petty Officer George Lake. Above: Petty Officer Michael Lenvin. Below: Coded tape is examined by Radarman 1st Class Donald E. Tumblison.

INTRODUCING DETACHMENT CHARLIE

Navy Astronautics

They have their feet on the deck but their heads in the clouds. That's the Navy crew working in the isolated building above the Naval Communications Station at Wahiawa, Hawaii.

The unit's official name is Detachment Charlie, Navy Astronautics Group (NAG).

This is a land-bound station for tracking airborne satellites that aid in high seas navigation. And it's a component of the most accurate navigation system ever devised by man.

Until the advent of navigational satellites, sailors relied on conventional instruments for fixing their positions at sea. Plus-or-minus a mile or two was considered adequate.

The satellite navigation system developed by a university for the Navy is described as highly accurate by Detachment Charlie's officer in charge, Lieutenant Frank S. Ramos.

Detachment Charlie tracking station is the westernmost unit of a four-station chain extending from Maine to Hawaii. Other stations are at Winter Harbor, Maine; Rosemont, Minn.; and Point Mugu, Calif. All stations work under NAG's commanding officer, Captain E. L. van Lier Ribbink, at Point Mugu Headquarters.

Crowning the NAG building at Wahiawa is a 10-foot antenna that looks like a modern pop art creation built from two giant corkscrews and a couple of pie plates. Once this antenna locks in on the signals from a satellite, it automatically readjusts its own elevation and swing to follow the "bird" from horizon to horizon.

Heart of the station is a 15-by-20-foot operations room where a sophisticated regiment of seven-foot-tall receivers monitor the satellites.

Elmer R. DuRoss, a Navy 2nd class electronics technician, explained: "The satellite sends out a signal enabling the ground station to lock on. Once we have homed in on it, a direct hookup is made to the teletypes and we wait for the bird to pass over."

All data is automatically coded on punched tape and instantaneously fed to NAG headquarters during the brief electronic frenzy of a satellite pass. When the transmissions over Hawaii have ended, the tape is passed through a "reader" which electronically retranslates the coded message into typewritten form for the station's records.

"Right now we're monitoring four operational satellites and also keep our eye on seven nonoperational birds," Petty Officer DuRoss said. He added that some signals begin reaching the station while the satellites are still 2300 miles away.

Here's a rundown on how the satellite navigation system works:

- Four operational satellites are

SATELLITE DR.

'STATION HOUSE'—Hawaii's Detachment Charlie keeps constant eye on satellites.

now orbiting the earth. Every two minutes, each satellite tells its users which satellite it is, what time it is according to its satellite "clock," and precisely where the satellite is at that exact moment.

- Aboard ships, a completely automatic receiver-computer takes over for the navigator.
- It activates itself as a satellite approaches, receives the data, computes the ship's navigational fix, and instantly types out the precise longitude, latitude and satellite time for the navigator. About all it doesn't do is hand the fix to the skipper.

The Wahiawa tracking station has two major functions. First, since the ground station is located at a known position, it can check to see that the satellites passing overhead transmit the correct navigational fix for this location.

Since satellites travel more than 18,000 miles an hour, small errors would be multiplied to a proportion that would make satellite navigation useless. These checks, on every pass, eliminate this potential for error.

THE SECOND function of the station is to provide data for headquarters to compute the future orbits of the satellites. A "hotline" transmits data to Point Mugu five times faster than a teletype.

Group

"You get only what you put into it" is a bromide that applies to the satellite business most aptly. The satellites can broadcast only what has been programmed into their memory banks. Each bird can accept enough data to keep broadcasting for 16 hours.

Because of this time limit, the memory bank gets an "injection" of fresh data every 12 hours. The Minnesota injection station can feed more than a quarter of a million bits of data to a satellite that will enable it to continue chirping its exact location at two-minute intervals for another 16 hours.

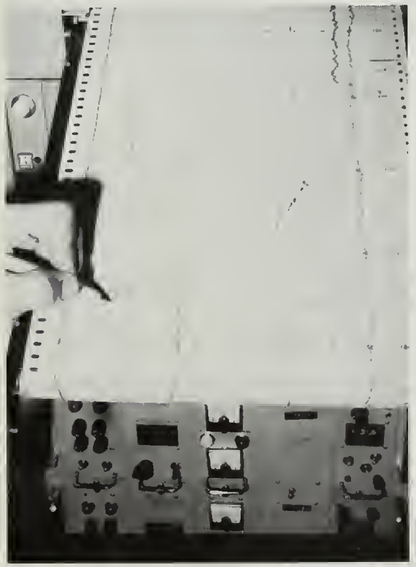
So information gathered in Hawaii is used to determine just what the satellite should "say" during each of those messages.

Since orbiting satellites travel at high speeds, precise timekeeping becomes paramount. "We have the most accurate time in the Pacific," declared Senior Chief Radarman J. R. Averi, assistant officer in charge of Det. C.

AN ATOMIC oscillator at the complex provides the perfect rhythm to operate a huge Naval Observatory clock that is accurate to within two-millionths of a second per day. It stands almost seven feet tall and is nearly as broad. Mr. R. J. Hammann, a retired Marine who lives in Kaneohe, Hawaii, is charged with the maintenance of both the clock and the receivers.

Leading Petty Officer James Delaverson, a radioman 2nd class, and Radarman 1st Class Donald Tumblison, petty officer in charge of operations, direct the five civilian and three military watchstanders. They work in shifts, keeping round-the-clock surveillance on the incoming satellite transmissions.

SUPER TIME—Atomic clock provided by Naval Observatory provides accurate timekeeping system.



Chief Averi explained that average satellite life is about two years. "After that, unstable power supplies usually render them useless and they become space garbage."

But occasionally, worn-out satellites somehow rejuvenate themselves and begin transmitting garbled messages that interfere with the signals of operational satellites. New equipment being supplied to the Hawaii station will enable it to turn off the maverick satellites, ending their transmissions.

In 1967, the Vice President authorized the use of the Navy navigation satellite system by commercial users on an unclassified basis.

Lt. Ramos and Chief Averi agreed that there are wide commercial applications of the navigational aid. "The only restriction on ships that could use the satellites," Chief Averi said, "is the amount of space on board. If ships have room for the computers, virtually all of them can use the Navy's system."

Researchers are also working on adaptations of the nautical system that will be useful in air transportation, oceanography, cartography and off-shore oil explorations. "Possibilities are unlimited," Chief Averi forecast.

—Story by Bill Honerkamp,
Journalist Seaman, USN.
—Photos by Richard Montgomery,
Journalist 1st Class, USN.

GOOD CONNECTIONS—Catapult team hooks up bridle. *Below:* Deck edge cat operator receives signal to tension.

ABOARD INTREPID

100,000th Catapult

As the carrier swings into the wind on its course somewhere in the Tonkin Gulf, the catapult team members, dressed in kelly green caps, sweat-shirts and life jackets, prepare to launch aircraft for another mission over North Vietnam.

Soon the whine of warming jet engines drowns out any spoken words between the team members. For some, this means that any communication is made via sound-powered phones. Most, however, must depend on hand signals.

The first aircraft to be launched approaches the catapult and the weight checker holds up his board, upon which the gross weight of the plane is written, for verification by the pilot. This weight is also verified by the deck edge operator, center deck operator and the catapult officer.

Gross weight is an essential factor in determining how much steam pressure must be used to drive the catapult shuttle down the flight deck to launch the plane successfully.

The catapult officer checks the wind across the deck, the type of aircraft with which he has to deal, the gross weight, applies the previously determined temperature to the equation, and then orders the steam pressure necessary to launch that particular plane. The center deck operator sets the steam pressure.

While the bridle hookup crew attaches the bridle to the aircraft and the catapult shuttle, the holdback men secure a cable that prevents movement in the back part of the plane.

After it is properly positioned for the launch, the console operator, located in a compartment beneath the flight deck, builds the steam receivers to the required pressure.

With the aircraft on the catapult and the correct steam pressure in the receiver, the deck edge operator then tensions the plane.

The safety petty officer checks the bridle for correct attachment and proper tension. After scooting from beneath the plane, he takes a final check to make sure everyone is clear of the plane and then signals the catapult officer that all is ready for launch.

At this point the pilot is applying full power, the engines are screaming and the plane is straining forward. The pilot salutes the catapult officer as a signal that he and his bird are ready.

The catapult officer takes another check to make sure that the bow is clear of men and gear, checks once again the wind across the deck and steam in the receivers, and visually inspects the plane. The center deck operator does the same.

Launch

Standing in front of, and to the side of the aircraft, the catapult officer lifts his arm over his head, then moves it in a sweeping motion forward to touch the deck.

This is the moment of truth so frequently favored by any photographer on the scene. More important, it is the cue for the deck edge operator. He glances toward the bow of the ship, then aft, and finally pushes the "fire" button on his console.

As it travels down the flight deck, the plane is accelerated from zero to more than 175 miles per hour in just 211 feet.

As part of the catapult team is launching a plane from one of the carrier's catapults, the other portion is going through an identical process in launching another plane from the ship's other catapult on the opposite side of the flight deck.

An average of 10 to 20 aircraft can be launched in a five- to 15-minute launch cycle at the rate of one plane every 30 seconds during daylight launching.

The time requirement for launching at night is extended by about 15 minutes, with the interval between individual launchings being approximately one minute. There are a total of about eight launch cycles, with 10 to 20 planes catapulted each cycle, almost every day or night while a carrier is on the line at Yankee Station.

Before flight operations—whether day or night—all catapult equipment must be checked to be sure that it is in proper condition and will work correctly. Thirty minutes before each launch cycle, it is checked again.

A standdown, or non-flying day, occurs about every nine days. However, the catapult team still performs maintenance work on its equipment and cleans catapult spaces on this day. The team works a minimum of 15 hours each day.

The procedure briefly described above has happened thousands upon thousands of times aboard USS *Intrepid* (CVS 11) as it has aboard other carriers of the U. S. Fleet.

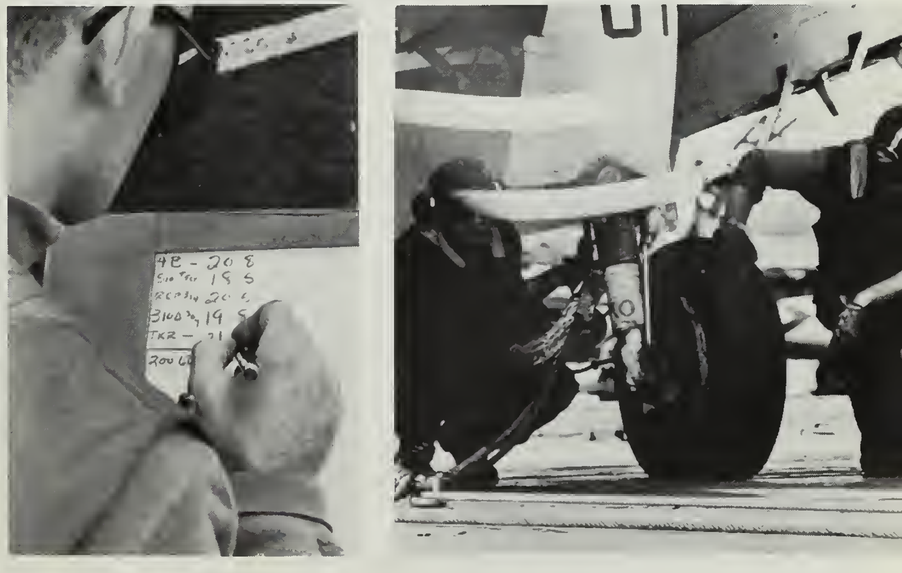
Now slightly more than 25 years old, *Intrepid* started launching planes with the first U. S.-built steam catapults on 13 Oct 1954. One of the ship's catapults has more than 56,000 launches behind it; the two combined have more than 100,000.

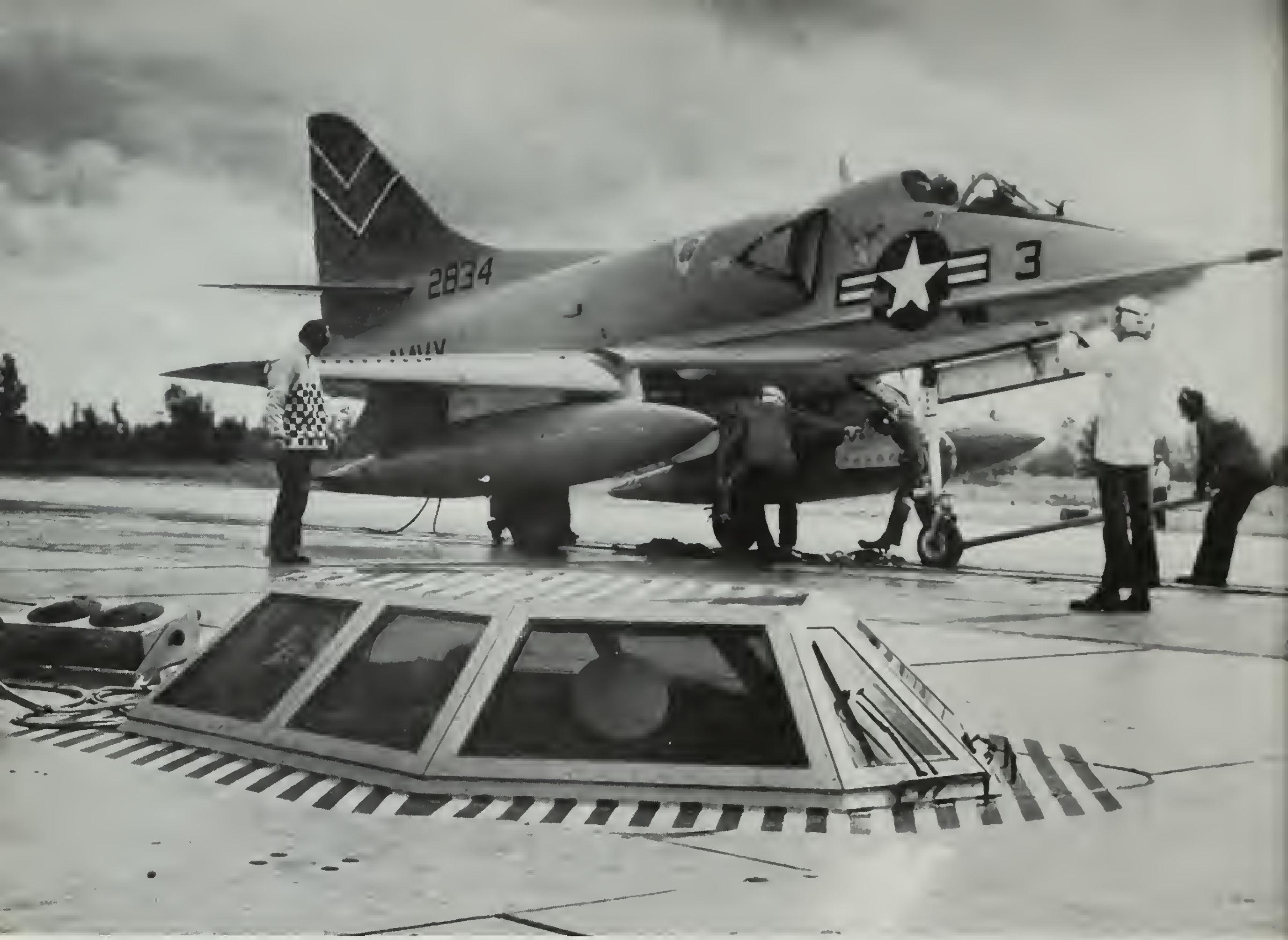
Despite her age, *Intrepid* claims the Seventh Fleet record for the "shortest mixed aircraft launch interval." In setting this record, *Intrepid* launched 33 aircraft within 27 seconds of each other during a single launch cycle on 18 Nov 1967.

—Story by M. D. McGougan,
JO3, USN.
—Photos by John G. Jacob,
Airman, USN.

HAND WORK—Hand signals fly as team work readies plane for launching. *Below:* Pilot awaits final OK sign from carrier's catapult officer.

WEIGHTY PROBLEM—Weight checker aboard *USS Intrepid* (CVS 11) records gross weight to be launched. *Rt:* Catmen wait for plane to be tensioned.





QUIET PLEASE—New carrier launching system, featuring 'turrets' in flight deck, is tested at NATF, Lakehurst, N.J.

WHAT'S THAT — A LAND CATAPULT?

In today's aircraft carrier launching operations, communications are a major problem, not only because of noise, but because visibility is often poor. A misinterpreted instruction could result in disaster.

They're doing something about this at the Naval Air Test Facility at Lakehurst, N. J., where technicians are testing a new launching system. If successful, flight deck communications on future aircraft carriers, such as *Chester W. Nimitz* (CVAN 68), may be the least of a catapult officer's worries.

Called the Integrated Catapult Control Station (ICCS), the system combines into two consoles the functions of the several catapult operating stations now used in launching aircraft.

Each one of the consoles, appearing like glass turrets set into the flight deck, is operated by two men: a catapult officer who controls the aircraft launch cycle and his assistant who monitors the launch.

The 7-by-10-foot console compartment is raised from a flush-deck position to 18 inches above deck. This gives the catapult officer a direct line of vision at the time aircraft are launched. And, since the station is enclosed in a protected environment, the two operators will be free of wind, weather and noise, all the elements associated with a flight deck during operations.

On *Chester W. Nimitz* plans are to install a forward or center-deck control station between the Number One and Number Two catapults, and locate the other at deck's edge on the port side to control the waist catapults, Three and Four.

At NATF, a simulated forward control station provides the identical geometrical relationship to the Number Two catapult on CVAN 68. In this unit, the catapult officer and monitor sit back-to-back; the catapult officer faces aft so as to have direct line of vision with the battery end of the catapults and the aircraft hookup areas; the monitor sits looking forward so that he can view the bridle arrester runout and the forward water-brake areas. From this vantage point he can determine when there is a clear deck for launchings, and when to retract the arrester and shuttle.

Without the consoles, the two-catapult launch system is controlled by a mixture of hand signals, lights, and voice-powered phones between the catapult officer, deck-edge operator, deck phone operator, and two to four station operators located below decks.

With the ICCS system, launch control for a pair of catapults will be in the hands of just two men—the catapult officer and his monitor—instead of the 18 men now involved in launching procedures.

At first, the ICCS arrangement on *Chester W. Nimitz* will require 10 men to operate it. In time, this number should be reduced to six.

The procedure of controlling aircraft launchings has not really been changed radically with the introduction of the ICCS. However, a number of functions have been regrouped into the ICCS compartment, and the physical location of catapult officer has been changed.

Within the glass compartment, he selects the mode of launch (whether nose-gear or bridle launch); views the battery end of the catapult area; sets the capacity selector valve command signal; signals the pilot to go to military or combat power; tensions the aircraft; and fires the catapult. If necessary, he can suspend the launching at any point in the sequence.

Meanwhile, the monitor views the forward area of the flight deck; checks steam status indicators; checks cylinder elongation; operates retraction engine; and records pertinent data. He, too, can suspend the launch at any point if he feels it to be necessary.

In the event of a failure or damage to the ICCS station, the catapulting function can be controlled from an emergency station at deck edge or from the below-deck charging panel station.

From all indications, the development of the Integrated Catapult Control Station will meet the need to reduce manpower necessary to launch aircraft while increasing the safety and efficiency of the launch cycle. —F. A. Cittadino.

Busy 18 Days for *Lex*

When an aircraft carrier takes time out for major repairs in the yards, her work tends to stack up on her.

When uss *Lexington* (CVS 16) emerged from yard work at Mayport, her crew found that the number of pilots waiting to qualify for carrier landings was a staggering figure.

Lex's crew rolled up their sleeves. Eighteen days later they totted up the score and found they had averaged 321 landings per day.

Operating in the Gulf of Mexico off Pensacola, Fla. (her home port), and Corpus Christi, Texas, *Lexington* recorded 5775 landings on her deck and made the 75,000th catapult off her starboard catapult. Her crew qualified or refreshed 726 pilots for carrier landings, a new record for *Lexington.*

The 25-year-old training carrier also recorded her 216,000th through 220,000th landings.

Lexington is presently assigned to the Navy's Air Training Command where she qualifies Navy and Marine Corps basic flight students at Pensacola, and advanced students from air stations in and around the Corpus Christi area.

Her responsibility also includes refresher training of fleet squadron pilots, familiarizing them with day and night carrier operations.

BACK AT WORK—*Lexington* (CVS 16) returned after yard work and in 18 days qualified or refreshed 726 pilots.

DRESS PARADE ends boot camp training for Navy recruits.

This Is Where It All

GREAT LAKES HOSPITAL treats over 1000 patients daily.

LARGEST COMPLEX of its kind in the Navy today is the Great Lakes Naval Training Center. It might be described as the heart of the vast Ninth Naval District—which covers 13 midwestern states.

Many Navymen get their first taste of Navy life at Great Lakes Recruit Training Command. Here they are constantly on the go.

During boot camp training, the new sailor learns the fundamentals of seamanship and begins to evolve into a disciplined member of the Navy team.

Each year over 77,000 recruits graduate from Great Lakes. Some recruit training graduates join the Fleet immediately, but many others remain at Great Lakes in the Service School Command for advanced training in one of 10 technical schools. These schools include Basic Electricity/Electronics, Fire Control Technicians, Weapons Training, Propulsion Engineering and Radar.

Approximately 17,500 sailors finish this schooling each year. This number includes navymen from many nations which are friendly to the U. S. Many return again for even more advanced training.

The Great Lakes complex houses many other commands including the headquarters of the Commandant of the Ninth Naval District, Naval Administrative Command, Naval Examining Center, Public Works, Regional Finance Center, Naval Electronics Supply Office, Fleet Home Town News Center and the Great Lakes Naval Hospital.

Although many of these commands are devoted to running and maintaining the base and facilities throughout the district, the complex's mission affects the Navy around the world.

The Naval Hospital is providing treatment for men of all services who have been wounded in Vietnam. A Hospital Corps School is run by the hospital to train men and women as hospital corpsmen.

The Examining Center develops, distributes, and scores all competitive advancement exams. The Fleet Home Town News Center releases news and feature stories, tape-recorded interviews and motion picture stories about Navymen's accomplishments.

Begins

THE LANDMARK of the base, a block-long structure with a clock tower in the center, serves as headquarters for the commandant of the district. He directs the operation of nearly 175,000 men and a complex of ships and property valued at more than two billion dollars.

The main function of the district is training and maintaining Reserve personnel preparedness. Outside the Great Lakes complex this is accomplished through 89 training centers located throughout the district. The states included in the Ninth Naval District are: Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin and Wyoming.

Many Reservists train aboard one of five ships of the Reserve Training Squadron in Lake Michigan. The ships ported at Great Lakes are: *Sheboygan, Wisconsin, Milwaukee, Detroit* and *Chicago*. Three submarines, which do not move, are also used for training. They are located in Chicago, Detroit and Milwaukee.

These sailors throughout the Ninth Naval District are always learning new skills or perfecting old ones to provide the Fleet with trained men at any time they are needed.

BOILERMAN STUDENTS receive instruction at the NTC.

CLOCK TOWER and long building is landmark of the base.

RESERVE training ship Parle (DE 708) cruises Lake Michigan.

"E" Action Aboard USS Keywadin (ATA 213)

USS Porterfield (DD 682)

SHARPEST

As usual, the competition was fierce and the judging was difficult, but the Fleet's most battle-ready ships were singled out for "E" awards.

Ships judged best by competitive class during fiscal 1968, as determined by type commanders, have had white Es painted on their bridges to symbolize their battle efficiency.

Men who serve on board the sharp ships have sewn the E on their jumpers, and, in many cases, have re-

CRUISER-DESTROYER FORCE, PACIFIC

Chicago (CG 11)
Dixie (AD 14)
Bradley (DE 1041)
Carpenter (DD 825)
Cochrane (DDG 21)
Frank Knox (DDR 742)
Hamner (DD 718)
Leonard F. Mason (DD 852
Porterfield (DD 682)
Southerland (DD 743)

SERVICE FORCE, PACIFIC

Annapolis (AGMR 1)
Arikara (ATF 98)
Chipola (AO 63)
Current (ARS 22)
Kennebec (AO 36)
Klondike (AR 22)
Mahapac (ATA 196)
Mars (AFS 1)
Mataco (ATF 86)
Monmouth County (LST 1032)
Noxubee (AOG 56)
Pollux (AKS 4)
Rainier (AE 5)
Serrano (AGS 24)
Tutuila (ARG 4)

NAVAL AIR FORCE, PACIFIC

Coral Sea (CVA 43)
Kearsarge (CVS 33)
Air Squadrons — VP 1, VP 19, VS 37, HS 4, VAW 114, VF 143, VF 211, VA 113, VAH 4

CRUISER-DESTROYER FORCE, ATLANTIC

Ault (DD 698)
Blandy (DD 943)
Boston (CA 69)
Charles F. Adams (DDG 2)
Cromwell (DE 1014)
Davis (DD 937)
Douglas H. Fox (DD 779)
DuPont (DD 941)
Edward McDonnell (DE 1043)

USS Pollux (AKS 4)

USS Tutuila (ARG 4)

USS Plymouth Rock (LSD 29)

USS Carpenter (DD 825)

"E" honors for USS Opportune (ARS 41)

SHIPS IN BOTH FLEETS

ceived extra-favorable consideration for special liberty.

Below is a partial listing of 1968 Battle Efficiency "E" Award winners. The names of winners not shown will be published when received.

It is noted that some of the ships listed under Atlantic Fleet type commands actually served off Vietnam during much or all of the competitive award year. Here are the winners:

Goodrich (DDR 831)
Hawkins (DD 873)
Hugh Purvis (DD 709)
Josephus Daniels (DLG 27)
Lawrence (DDG 4)
Lester (DE 1022)
Lloyd Thomas (DD 764)
Massey (DD 778)
Wright (CC 2)

SUBMARINE FORCE, ATLANTIC

Argonaut (SS 475)
Bang (SS 385)
Barracuda (SST 3)
Clamagore (SS 343)
Dace (SSN 607)
Fulton (AS 11)
Grouper (AGSS 214)
Haddo (SSN 604)
Harder (SS 568)
Hardhead (SS 365)
Petrel (ASR 14)
Pollack (SSN 603)
Ray (SSN 653)
Sea Owl (SS 405)
Sirago (SS 485)
Tirante (SS 420)
Trutta (SS 421)

SERVICE FORCE, ATLANTIC

Allagash (AO 97)
Cadmus (AR 14)
Chewaucan (AOG 50)
Chukawan (AO 100)
Denebola (AF 56)
Georgetown (AGTR 2)
Keywadin (ATA 213)
Kiowa (ATF 72)
MCB-74
Opportune (ARS 41)
Pawcatuck (AO 108)
Rigel (AF 58)
Samoset (ATA 190)
San Pablo (AGS 30)
Shakori (ATF 162)
Sylvania (AFS 2)

AMPHIBIOUS FORCE, ATLANTIC

Ashland (LSD 1)
Casa Grande (LSD 13)
Grant County (LST 1174)
LCU 1625
(Assault Craft Unit Two)
Middlesex County (LST 983)
Mountrail (LPA 213)
Plymouth Rock (LSD 29)
Raleigh (LPD 1)

NAVAL AIR FORCE, ATLANTIC

America (CVA 66)
Essex (CVS 9)
Intrepid (CVS 11)
Air Squadrons — VF 33, VF 35, VA 36, RVAH 9, VS 24, HS 3, VP 5, VP 26, VP 44, VAW 122

MINE FORCE, ATLANTIC

Aggressive (MSO 422)
Exultant (MSO 441)
Limpkin (MSC 195)
Nahant (AN 83)

USS Blandy (DD 943)

USS Coral Sea (CVA 43)

USS Wright (CC 2) and "E" decoration detail

The Brave & Gallant

Here's a summary of those Navy and USNS ships and units which have received the Presidential Unit Citation, Navy Unit Commendation or the Meritorious Unit Commendation within the periods from February 1964 up to the time All Hands went to press.

It does not include those Marine Corps or Coast Guard units cited in SecNav Notice 1650 of 2 Aug 1968, the primary source from which the list of Navy and USNS ships and units was based.

The SecNav Notice goes on to explain that the citations for the Navy units and ships have been presented by the respective awarding authorities, and facsimiles and ribbon bars have been furnished for delivery to eligible Navy personnel who were still serving on board at the time the presentations were made.

The facsimiles and ribbon bars for those who had been transferred from the cited ship or unit before the presentation ceremony will be forwarded by the Chief of Naval Personnel to their new duty stations.

As with other awards, no unit or any part may be awarded more than one unit award, regardless of type, for the same act or service. Occasionally, a unit may have received a unit award for an act or service performed within a period covered by another award. It is also possible for the time frame of one unit award to overlap that of another. In such an instance:

- Personnel serving within a time frame covered by two or more unit awards may select and wear only one unit award ribbon.
- Personnel serving during a period which extends beyond the time frame of one award into that of another are eligible for both unit awards.

Here's the list, with a supplementary report of the latest awards:

Presidential Unit Citation

Delta River Patral Group Task Group 116.1	9 May 66 - 30 Jun 67
Liberty (AGTR 5)	8 Jun 67
Mine Squadron 11 Detachment Alpha	June 66 - February 67

Navy Unit Commendation

8on Hamme Richard (CVA 31) and Attack Carrier Air Wing 21	26 February - 30 Jul 67
Bullseye Task Unit of the Naval Security Group	1 Dec 58 - 15 Apr 65
Constellatian (CVA 64) and Attack Carrier Air Wing 14 (Second award)	18 May - 26 Nov 67
Coral Sea (CVA 43) and Attack Carrier Air Wing 15 (Third award)	13 Aug 67 - 19 Feb 68
Dace (SSN 607)	A period during 1967
Enterprise (CVAN 65) and Attack Carrier Air Wing 9	18 Dec 66 - 20 Jun 67
Cammander Carrier Division 9	9 Dec 66 - 19 Jan 67
Cammander Carrier Division 1	19 January - 20 Jun 67
Enterprise (CVAN 65) and Attack Carrier Air Wing 9 (secand award)	22 February - 26 Jun 68
Fleet Air Wing 10	19 March - 1 Apr 67
Galdsbarough (DDG 20)	29 Aug 67 - 17 Feb 68
Haddo (SSN 604)	A periad during 1966
Halsey (DLG 23)	31 July - 6 Sep 66
Harbor Clearance Unit 1	24 Feb 66 - 15 Mar 67
Heavy Photographic Squadron 61 (VAP 61)	1 Jun 64 - 1 Jun 68
*Inshore Fire Support Division 93	19 April 66 - 31 May 67
Intrepid (CVS 11) and Attack Carrier Air Wing 10	12 June - 8 Dec 67
Kitty Hawk (CVA 63) and Attack Carrier Air Wing 11 (Second award)	4 Dec 66 - 28 Apr 67
Naval Facility, Keflavik	March 66 - May 67
Naval Communicatians Station, Philippines, and camponent activities	2 Aug 66 - 1 Sep 67
Naval Support Activity, Da Nang	16 Aug 66 - 15 Dec 67
Naval Support Activity, Saigon	12 Mar 66 - 1 Jan 68
Oriskany (CVA 43) and Attack Carrier Air Wing 16 (Third award)	14 Jul 67 - 12 Jan 68
Patrol Squadron 11	12 Oct 67 - 15 Feb 68
Patrol Squadron 22	22 January - 22 Mar 67
Pollack (SSN 603)	A period during 1967
Ray (SSN 653)	A period during 1967
Repose (AH 16)	22 Feb 66 - 8 Feb 67
Seabee Regiment 30	1 Sep 66 - 31 Jul 67
Stoddard (DD 566)	18 January - 5 Feb 67 8-29 Mar 67
Task Group 32.1	31 January - 8 Mar 67
Ticonderoga (CVA 14) and Attack Carrier Air Wing 19	28 Oct 66 - 21 May 67
Towers (DDG 9)	1 Octaber - 6 Nov 66
Tripali (LPH 10)	16 May - 1 Dec 67
Triton (SSN 586)	A period during 1967
Underwater Demalition Team 12	29 Aug 66- 3 Mar 67

Meritorious Unit Commendation

Amphibious Ready Group	29 Jul 66 - 6 Mar 1967
Amphibious Ready Group 8ravo (TG 76.5)	18 June - 4 Aug 67
Annapolis (AGMR 1)	9 Jan 67 - 29 Jan 68
USNS 8arrett (T-AP 196) (USN Military department)	11 Jul 67 - 23 Jan 68
8each Group 1, Western Pacific	8 March - 14 May 65
8each Jumper Unit 1	20 Jul 65 - 23 Feb 68
Boat Support Unit 1	8 Feb 64 - 30 Jun 67
Canberra (CAG 2)	9 February - 8 Jun 66 11 Oct 66 - 16 May 67 17 Oct 1967 - 19 Apr 68
Staff CamDesRon 20	8-22 Dec 66
Chicago (CG 11)	June - December 66
Coastal Surveillance Centers, and Staff, Coastal Surveillance	Oct 67 - May 68
Farce, Task Force 115	1 January - 31 Dec 67
Current (ARS 22)	27 January - 20 Jul 67
Destrayer Squadron 16	8 March - 20 Aug 67
DuPont (DD 941)	8 August - 11 Sep 67 1-24 Oct 67 13 November - 1 Dec 67
Duluth (LPD 6)	28 May - 15 Nav 67
Early Warning Squadran 1	15 July - 1 Dec 67
Edson (DD 946)	26 February - 5 Jul 67
Eldorada (AGC 11)	8 February - 30 Jul 67
Officer in Charge af Construction Naval Facilities Engineering Command Contracts, RVN	1 Jan 66 - 31 Mar 67
Fleet Intelligence Center Pacific Facility	1 Oct 66 - 1 Oct 67

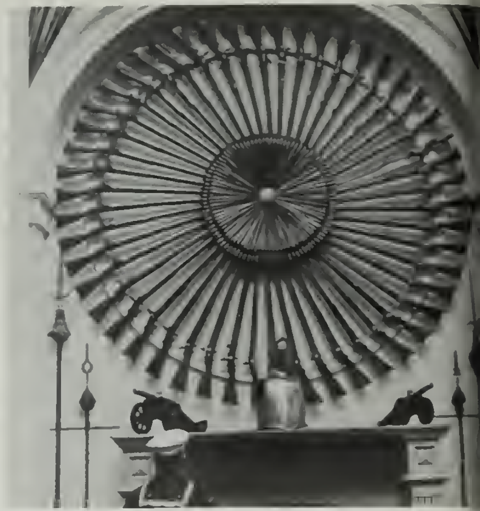
Fleet Tactical Support Squadron 30	1 January - 30 Nov 67
Fox (DLG 33)	12 July - 13 Nov 67
USNS General W. H. Gordon (T-AP 117)	6 Dec 67 - 2 Mar 68
George K. MacKenzie (DD 836)	
First Award	29 July 67
Second Award	3 - 11 Aug 67 16 - 31 Aug 67 3 - 4 Sep 67
Haddo (SSN 604)	A period during 1967
Hancock (CVA 19) and Attack Carrier Air Wing 5	20 January - 14 Jul 67
Henry W. Tucker (DD 875)	18 Sep - 21 Oct 67 11 - 25 Nov 67
Hermitage (LSD 34)	26 May - 29 Nov 67
Inshore Operations Training Center, Mare Island	22 Aug 66 - 1 Jun 68
Inshore Undersea Warfare Group 1	15 Nov 66 - 30 Jun 67
Kearsarge (CVS 33)	11 Jul 66 - 11 Dec 66 12 Oct 67 - 28 Mar 68
Landing Ship Squadron 3	1 Jul 66 - 31 Mar 68
Landing Ship Squadron 9	1 Aug 65 - 31 Mar 68
Long Beach (CGN 9)	19 Nov 66 - 8 Jun 67
Manley (DD 940)	2 Dec 67 - 13 May 68
Mine Division 72	11 Nov 66 - 6 May 67
Morton (DD 948)	28 May - 1 Oct 67
Mount McKinley (AGC 7)	30 Jul 67 - 21 Feb 68
Naval Air Reserve Intelligence Unit 861	January 66 - December 67
Naval Nuclear Power Unit, Fort Belvoir	1 May 64 - 1 Mar 67
Naval Magazine, Subic Bay	July 65 - November 67
Naval Ship Repair Facility, Subic Bay	1 Oct 65 - 30 Nov 67
Naval Reserve Intelligence Unit 3-1-8	December 66 - December 67
Naval Supply Depot, Subic Bay	July 66 - January 68
Navarro (APA 215)	1 Jan 67 - 23 Mar 68
Okinawa (LPH 3) and embarked units	18 Apr - 10 Nov 67
Ozbourn (DD 846)	25 Mar 67 23-25 May 67
Passumpsic (AO 107)	27 Nov 67 - 23 Jun 68
Patrol Squadron 1	15 May - 15 Nov 67
Pollux (AKS 4)	July 65 - July 67
Princeton (LPH 5)	23 March - 2 Aug 66 6 March - 27 May 67
Robison (DDG 12)	26 Aug 67 - 9 Jan 68
Rupertus (DD 851) and embarked staff	29 Jul 67 (First award) 1-16 Aug 67 (Second award) 9-24 Oct 67
Seabee Team 1108	12 April - 18 Sep 67
Shasta (AE 6)	3 Nov 66 - 16 Apr 67
Special Project P-2E Flight Unit, NAF, Johnsville	1 Oct 66 - 1 Jul 67
Staff, ComSubDevGru 2	21 Jul 64 - 22 Jan 68
Task Unit 73.8.2	14 January - 19 Sep 67
Task Group 116.2	3-5 Aug 67
Benjamin Stoddert (DDS 22)	25 April - 2 Sep 67
Tutuila (ARG 4)	17 Jul 66 - 1 Sep 67
Valley Forge (LPH 8)	30 Aug 65 - 9 Apr 66 7 September - 1 Dec 66

*The 19 Apr 67 date which appeared in SECNAV Note 1650 of 2 Aug 1968 was in error.

Brave Men, Bold Ships

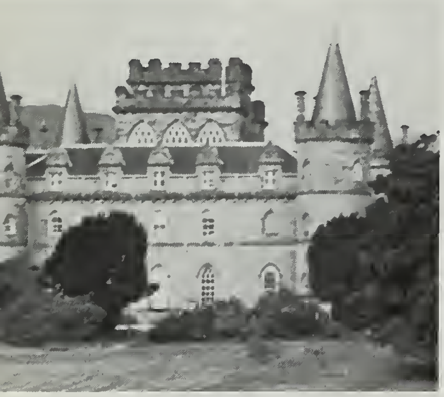
Here's a list of those who have most recently received the Meritorious Unit Commendation:

- USS *Bordelon* (DD 881) for service from 6 Dec 1967 through 12 May 1968 while deployed as a unit of the Seventh Fleet. During this time, she participated in Operation Sea Dragon, naval gunfire support, Yankee Station operations and various other combat assignments.
- USS *Canberra* (CA 70) for service from 17 Oct 1967 to 19 Apr 1968 in connection with the planning and execution of combat missions against enemy supply routes, fortified emplacements and troop concentrations along the coastline of North and South Vietnam.
- USS *Cochrane* (DDG 21) for service from 19 February to 13 Aug 1968 as a unit of the Seventh Fleet. During 247 firing missions she provided naval gunfire support to allied forces and interdicted enemy lines of communication.
- USS *Jerome County* (LST 848) for service from 29 Nov 1967 to 1 Jun 1968 while attached to the Seventh Fleet. She transported more than 480,000 gallons of petroleum products and 7200 tons of cargo to the Mekong Delta Riverine Assault Force and the I Corps Tactical Zone.
- *Officer in Charge of Construction, Naval Facilities Engineering Command Contracts, Republic of Vietnam* for service from 1 Apr 1967 through 31 Mar 1968 while acting as the design and construction agent for the U. S. Department of Defense in the Republic of Vietnam.
- *NAS Cubi Point, Philippines* for service from 1 Aug 1965 to 30 Apr 1968 in support of aviation units of the Seventh Fleet and in-country Navy and Marine Corps units.
- *Helicopter Training Squadron Eight* for service from 1 Jul 1967 to 1 Jul 1968 in helicopter pilot training in the Naval Air Basic Training Command. During this period, the squadron trained and designated 828 naval aviators, while accumulating almost 175,000 accident-free hours of flight.
- USS *Halsey* (DLG 23) for service from 3 through 26 Feb 1968, 23 March through 17 Apr 1968 and 18 May through 3 Jun 1968 as a unit of the Gulf of Tonkin Advance Air Control and Search and Rescue Unit.
- USS *Hull* (DD 945) for service from 1 Feb to 6 Jul 1968 while serving as a unit of the Seventh Fleet.
- USS *Kearsage* (CVS 33) for service from 11 July to 11 Dec 1966 and 12 Oct 1967 to 28 Mar 1968 while assigned to the Seventh Fleet.
- USS *Preserver* (ARS 8) for service from 11 March to 5 Apr 1968 in removing more than one million gallons of crude oil from the bow section of S/T *Ocean Eagle*, refloating the wreck, towing it to sea and sinking it well beyond the shores of Puerto Rico.
- USS *Ranger* (CVA 61) for service from 3 Dec 1967 to 9 May 1968 while participating in combat operations in Southeast Asia. As a unit of Task Force 77, *Ranger* launched numerous strikes against military targets in North Vietnam and inflicted extensive damage.
- USS *Robison* (DDG 12) for service from 26 Aug 1967 to 9 Jan 1968 in connection with operations off the coasts of North and South Vietnam.
- *Task Group 116.2* for service on 3, 4, and 5 Aug 1967 while serving with friendly foreign forces against communist insurgent forces in the Rung Sat Special Zone, Republic of Vietnam. While under heavy fire, units of TG 116.2 succeeded in saving the naval base and tank storage area from a major disaster.



Armament at Edinburgh Castle in Scotland (rt.) Display of Firearms at Inveraray Castle.

They've Seen It All – From Elephants in Armor to



Inveraray Castle

After five months in the yard and two months' operational readiness training, the crew of USS *Amphion* (AR 13) were naturally pleased when their ship moored at Fairlie Jetty on the Firth of the River Clyde in Scotland.

They were within walking distance of one of Scotland's finest resort areas, Largs. Largs is set in the midst of the beauty of the Firth of Clyde, and nestled at the foot of a range of hills. Also close at hand were such interesting places to visit as Glasgow, Ayr and Kilmarnock. They were also not far from the international air terminals of Prestwick and Glasgow.

Motor tours were conducted daily, at the expense of the ship's recreation fund, to various places of interest such as Inveraray Castle, Cuzzuils Castle, Greenock, Port Glasgow and Edinburgh.

The next port of call for *Amphion* and her crew was Southampton where she moored at the Eastern Docks. The main events of this visit to England were the daily motor tours to London. In London the Navymen took in such sights as Westminster Abbey, Big Ben, Tower of London, changing of the Guard at

Part of Changing of Guard Ceremony at Buckingham Palace and a Photo for the Folks Back Home.

Guard to Edinburgh Castle and Flag Display in Castle.

Big Ben in London

the Firth of Clyde

Buckingham Palace and many other interesting spots.

As *Amphion* crewmembers toured the London area, thousands of local citizens took advantage of the AR's invitation to come aboard. Many of the younger visitors went away with souvenirs and their white hats could be seen throughout the streets of Largs and Southampton. In all, over 5000 guests visited *Amphion* from surrounding cities and towns.

—Story by Patrick Cook
Seaman, USN.
—Photos by John Francavillo
Photographer's Mate 2nd Class, USN.

Westminster Abbey Tour

Elephant Armor in London Museum

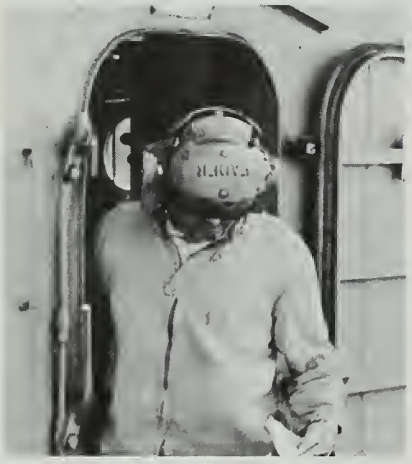
London Mod Fashions

Westminster Abbey

On deck plans are put into action.

YOUR MOVE—Flight deck boatswain, CWO Legg, attends morning briefing.

Flight Deck Boatswain



NOTES IN HAND—CWO Legg heads for flight deck. *Below:* Directions are given for movement of aircraft and all flight deck action is watched.

It's tough to be a referee when the playing field is four acres and the players come and go every 30 seconds. But for more than 14 hours a day, this was the job of Chief Warrant Officer Bobby Dean Legg on the flight deck of uss *Ranger* (CVA 61) in the Tonkin Gulf.

CWO Legg was the flight deck boatswain, the man responsible for helping flight operations run smoothly. He was responsible for the movement and positioning of aircraft and the general safety and control of more than 120 men.

Day or night, the F D B is on the deck during flight operations. That means being there early enough to position planes for the first launch and late enough to settle down the deck after the last recovery. A 12-hour flying schedule has a way of stretching into many additional hours.

First, the flight deck boatswain goes to flight deck control to be briefed on where each plane will be parked while waiting for launch. The briefing almost looks like a child's game. With much deliberation grown men move model planes around on a miniature flight deck. It's actually a practical way of spotting the planes before making any real movements on the deck.

Trial spotting completed, the F D B notes the position of each plane and heads for the flight deck. Through earphones, he receives directions from the flight deck officer and from the air boss in the primary flight control tower. He passes these instructions on to the plane handling detail and crash and salvage crews.

It takes a good referee to keep the players straight. Throughout the launch cycle, he is in motion—directing, consulting, observing.

Chief Boatswain Legg had a system for keeping track of the 30 to 40 planes on the deck at one time. Numbers of the aircraft forward were circled; those aft had a square.

When directing the aircraft movements, the F D B must insure that his men are clear of the jet exhausts and of the planes as they take off. If an emergency arises, he is responsible for coordinating the rescue of men and the salvage of equipment on the flight deck.

CWO Legg is now stationed at Aviation Schools Command, Pensacola, after more than two years aboard *Ranger*.

"I had a lot of responsibility I didn't have before. It is sobering and a little frightening to know that you are responsible for so many lives and so much equipment. You have to make the right decision every time."

—Photos by Frank T. Peak, PH2, USN.

WHAT'S UP?—Aerographers aboard amphibious assault carrier *USS Tripoli* (LPH 10) prepare to launch balloon.

WITH THEIR BEAUTIFUL BALLOON

AGs Keep Tabs on the Weather

TALKING ABOUT the weather is a primary job for seven aerographer's mates on board USS *Tripoli* (LPH 10).

While underway, the AGs work in shifts to provide continuous weather forecasts for the helicopter assault ship and pilots.

Part of a forecast is based on "surface observation," which includes a check of clouds, wind, temperature, pressure, humidity and sea swells.

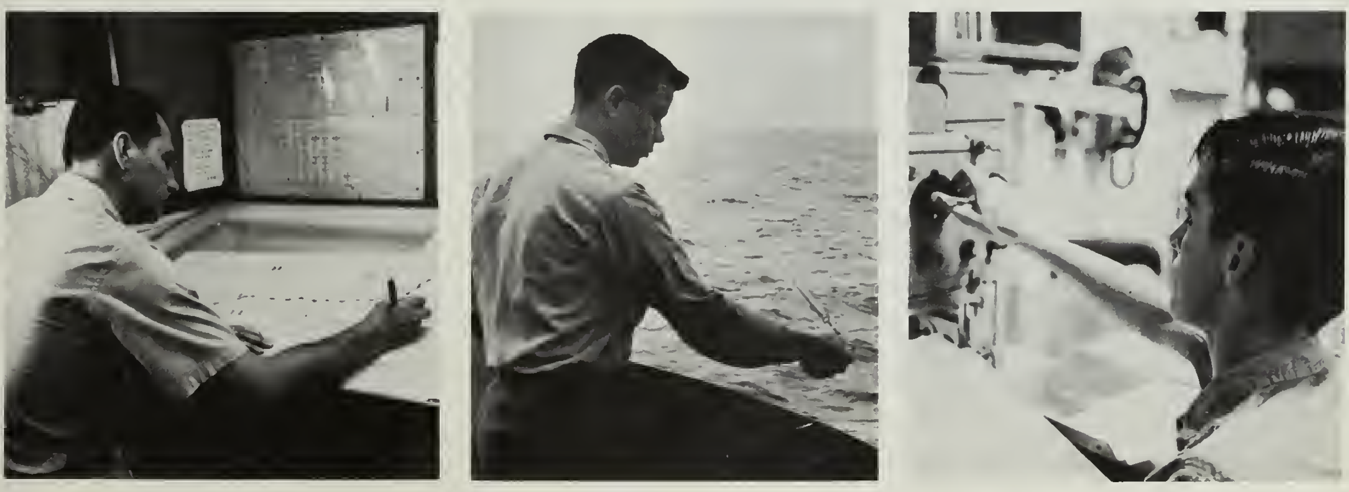
Next, "upper air observation" is made with the help of a large balloon known as a radiosonde. The AGs fill the balloon with helium and fit it with sensing devices and radio transmitter, then launch it from an after gun tub. When the radiosonde reaches the upper atmosphere, it sends back information on pressure, temperature and humidity.

The AGs combine the surface and upper air data with information from shore stations and other ships, and then plot weather charts which are passed to the bridge, flight control, squadron ready rooms and other ships in the area.

Such forecasts usually are made twice a day. However, when *Tripoli* is holding flight operations or preparing for an amphibious operation, the weather conditions may be checked many times each hour.

—Text by Journalist-Seaman
Frank W. Kelley
Photos by Photographer's
Mate 3rd Class Bob Ziel

WEATHER OR NOT—Aerographer Chief P. T. Hall sketches weather. Aerographer 3rd Class Melvin Wright records temperature and humidity. Aerographer 3rd Class Glen Hojem monitors signals received from the weather balloon.



A Sample of Navy Family Life

RICKSHAWS ARE NO MORE, but raven-haired beauties in kimonos are seen everywhere. Mothers with babies strapped to their backs in the traditional manner shop in modern department stores. A mixture of the old and new Japan is found in Sasebo, located on the southernmost of the three major Japanese islands, Kyushu.

Sasebo is situated in the heart of Saikai National Park around the entrance to the "Ninety-nine Islands" (actually more than 170 islets). The city is built around a large, deep, picturesque harbor starting at water level, with the piers and business section and climbing up the mountains on three sides.

The climate ranges from a hot, humid, August and September to a few days of snow around the New Year. Spring and fall are the most beautiful. Cherry blossom season is followed by a rainy period from the middle of May to mid-July. Typhoons rarely affect Sasebo because of the snug harbor and mountains on three sides.

Over 800 American families, including some 2000 Navy dependents, are interspersed with the city's population of about 250,000. The actual base area covers 800-odd acres around the harbor area and is known as Fleet Activities, Sasebo.

Housing has always been at a premium in Sasebo with only 185 sets of Government quarters for 2018 dependents. Many families live in approved private rentals all over town, and they vary in size and decor. Average rent for a two- to three-bedroom house is $85.00 a month with the occupant paying the cost of utilities.

WHAT IS DUTY LIKE at an overseas base for the Navy family? Those who have traveled to duty stations will acknowledge that it is a real experience.

Some duty stations are more interesting than others. But the Navy family that gets the most out of its experience recognizes the fact that the satisfaction and fun are largely dependent on participation in the life of the community.

Sasebo is a good example of this rewarding experience.

How do the Americans become a part of the Japanese community in Sasebo? In certain parts of Japan this would be difficult, sometimes impossible; however, the American community in Sasebo lives very closely with the Japanese.

There is a small town friendliness, and an amazing number of the citizens speak English. This can be attributed in part to the number of Americans who now teach and in the past have taught English classes all over town—with the Japan/American Society, in schools, on base, and at home. Many families take Japanese college students for a month in the summer to live and learn in a western-style home. Many more students want this experience than can be accommodated.

The Japanese community in Sasebo offers warmness and friendliness. The town, by Japanese standards, is small, but there are many signs of a modern and progressive community.

THE HOUSES ARE BUILT up the side of the mountain and close together, sometimes with only a bamboo fence separating neighbors. The homes are typically Japanese —tatami mats (thick straw matting) in all rooms but the kitchen and bathrooms; shoji (rice paper) sliding doors between rooms; and the deep bathtub, called ofuru, where one can enjoy a long, soaking bath. Each house has a small garden.

With the exception of the main downtown streets, the roads are narrow and sometimes hard to navigate in an American car. (The taxi drivers always manage to find the way, however.)

An invitation to visit a Japanese home is not always easy to obtain, as some Japanese still feel somewhat strange around foreigners, but in Sasebo such an invitation is not so rare.

The host and hostess greet their guests with "Welcome, please come in," and bow low as well as shake hands. (The American in Japan learns early to bow with ease, and the Japanese have added our custom of shaking hands.)

After he removes his shoes and puts on soft slippers, the foreign guest is usually taken to the "western room," if the family is wealthy enough to have such a room. This is a carpeted room equipped with comfortable sofa and chairs, coffee table, and maybe a piano or small bar.

Overseas

Small sweet cakes, usually prepared with rice or beans, accompanied by the ever favorite ocha (green tea), are served by the host. The tea is served hot in the winter and cold in the summer. If the host wants particularly to impress his foreign visitor he might serve coffee, usually extremely strong, with lots of sugar and thick cream.

IF THE AMERICAN VISITOR is fortunate enough to be invited for dinner, he will be ushered to a large tatami room with a low table in the center of the room. On entering the room the visitor will notice an alcove (tokonoma) containing a lovely scroll and a vase or arrangement of flowers. The guest is always seated with his back to the tokonoma—a place of honor. Everyone sits on cushions around the table and food is served. A typical meal might be a course of raw fish (sushi) served with a delicious sauce, fried fish and vegetables (tempura), and then maybe a steak followed by custard and fruit. A delicious rice wine (saki) served warm completes the meal.

Following dinner it is customary at larger gatherings to play "parlor" games. The host or hostess might very well perform an old folk dance, and the guests are encouraged to join in. A game which involves transferring

DINING OUT — Navy couples enjoy sukiyaki dinner at Hita, a few hours distance from Sasebo, Japan.

SHOPPING—This exchange specializes in foreign items.

PICTURE TIME—Members of Special Services tour have photo taken by temple while sightseeing in Japan small beans from one plate to another with chopsticks sometimes proves very difficult for the American guest.

After a few more toasts—"kompi"—of warm saki the guests take their leave, thanking their Japanese host for a delightful evening, "Gochiso de goz iumashitu" (You have given me quite a treat).

THE AMERICAN CHILDREN lucky enough to be assigned to Sasebo attend a fully accredited dependents' school with grades one through 12. An average student-teacher ratio is 25-1. There are over 28 faculty members. The full American curriculum is offered plus additional courses in foreign languages (French, Spanish and Japanese), fine arts and practical arts such as home economics and shop.

Extracurricular activities for the students include sports, band, chorus, Junior Red Cross, National Honor Society, Girls' Drill Team, Cheerleading, Student Council, and a number of organized clubs in drama, chess, science, library, and Hi-Y Japanese. Educational field trips are encouraged in conjunction with the curriculum for the fullest appreciation of the environs.

For the very young among the Navy Juniors there is a pre-school association which organizes and runs a base kindergarten. Many pre-schoolers attend the Cherry Blossom School located within the town of Sasebo which is operated by Australian nuns.

One of the newest developments to aid education was the creation of a Teachers' Aid Program (TAP) in 1967. The program is run by volunteers who assist the teachers in the classrooms or help by making visual aids, conducting typing tests, or giving special instruction in art or languages. Although many of the volunteers are mothers who have had no formal training in teaching, they are able, by working closely with the teachers, to assist in many areas of the school program. The teacher aids devote from a few hours a week to several hours a day.

SASEBO STRINGS—Japanese students perform on koto (Japanese harp) for American students and families.

SUMMERTIME, when school is out, could be a boring or a difficult time for the children in a strange country. The problem is beautifully solved in Sasebo by the "summer fun" program, sponsored by the command's Special Services Department.

The Navy dependents enjoy a variety of activities and healthy recreation provided especially for them. Classes for teens are held in baton twirling, drama, hair styling, pattern-making, sewing, ceramics, flower arranging, and Japanese folk dancing. Playschool is conducted for the little tots (four to seven years) including music, games, art, story-telling, swimming classes and special outings.

In the sports area there is instruction in tennis, golf, sailing and motor boating, swimming and lifesaving, skeet-shooting, bowling and other activities. Even the adults join in some classes such as photography, guitar and piano instruction, oil and watercolor painting, and Japanese needlework. English classes are held for non-English speaking dependents as well as classes in Japanese conversation and the reading of "kanji."

THE WIVES' CLUBS in Sasebo have many activities to provide fellowship, fun and a feeling of doing something for others.

The Tanoshi (that means Happy) CPO Wives' Club supports a Japanese orphan through high school by various types of games, occasional raffles and bake sales.

Tours are planned once a month as well as demonstrations of Japanese art and culture. The CPO wives also help as volunteers in Red Cross, Hospital Work, Navy Relief Carnival, PTA Carnival, and the base Thrift Shop. Many try their hand for the first time in oil painting and sumi (Japanese brush painting). Although they insist they cannot draw a straight line, they surprise even themselves with their accomplishments. Pattern drafting, dressmaking, and machine knitting are only a few of the activities available to members.

Many of the Wives Club functions are geared toward learning about Japan and the Japanese people. A semi-annual Japanese/American Friendship Tea sponsored by the OWC gives an opportunity for the American wives to meet prominent Japanese ladies in the Sasebo community.

The Navy Wives Club meets for luncheons and, apart from a variety of other excellent programs, sponsors classes in flower arranging, golf, ceramics, bridge, Japanese culture, sumi and oil painting, bowling, Japanese language classes and tours. Their charity and welfare work includes Japanese scholarships, a donation each year for mentally retarded children, Navy Relief, Navy-Marine-Coast Guard Residence Fund, Overseas Combined Campaign, Base School Senior Award for Academic Excellence, General Welfare Fund, and American Red Cross hospital parties.

Language and cooking classes, both Japanese and Western, reach many people and many other people-to-people programs prevail. Open houses on the base are held on Armed Forces Day and Navy Day with social events and sports, from baseball to karate. In all Fleet

Activities community events, Japanese are invited to participate with the Americans. American families entertain Japanese orphans as parents-for-a-day, and many visiting Fleet units support orphanages with working parties to paint and do repair work as well as Christmas and Thanksgiving parties. Handclasp material is presented to the needy orphanages, retarded children's homes, and senior citizens' homes. Ships also provide entertainment for these institutions with band concerts. The Navy Day Beauty Pageant each year selects the loveliest Japanese employee on the base and crowns her Miss Navy Day. Tours of the base are always available for government officials, dignitaries, the press, school groups and other interested parties.

THE JAPANESE PEOPLE in Sasebo are—like Japanese everywhere—industrious and hardworking. The father of the family usually works six days a week, with Sunday off to spend with the family. That day may be spent shopping with the family or visiting the amusement centers. Sometimes they drive or go by train or bus for the day to some interesting spot in the area.

The Japanese mother shops almost every day because the refrigerators are small. She may attend community classes in flower arranging and sewing. Ladies who can afford the time take lessons in English conversation, western cooking, tea ceremony, koto (Japanese harp) and classical dancing.

Japanese schoolchildren have a fairly full curriculum, attending school six days a week almost all year round. They have a 20-day spring, a 40-day summer, and a 10-day winter vacation each year. A child begins his schooling at six years of age and spends six years in primary school and three years in junior high school. About 70 per cent of the students continue to senior high school after passing an entrance examination. Sports are emphasized in all levels of the curriculum. Most schools require the students to wear uniforms.

In most cases the boys wear black, closed-collar suits and the girls sailor-type uniforms. Students desiring higher education may attend a two-year college or a four-year university. The entrance exams are extremely difficult. The schools have a strong hand in the disciplining of students, even to the point of enforcing a curfew. The school uniform must be worn at all times, so students are easily recognized on the public streets. It is not uncommon for an American to be approached by a group of uniformed students eager to practice the English phrases they have learned in school.

JAPANESE FESTIVALS in Sasebo are always fun for everyone. During festival time the women can be seen in their lovely kimonos. The colors of the obi (wide waistband with back bow) vary according to age of the lady. Young girls are seen with bright green and red ones. Women wear more subtle shades of lavender, pink and beige.

The Japanese man has gone almost completely western in public, but occasionally one will venture out in his traditional kimono, wooden getas (platformed sandals), and black silk tie (obi) around the waist.

In April everyone begins to look for the cherry blossoms and cherry blossom viewing parties find everyone picnicking under the trees, sipping saki, and hoping a petal will drop into the cup to bring good luck. The spring season also brings Boys' Day, featuring gay paper or cloth fish flying in the breeze on top of bamboo poles—one fish for each boy in the family.

ACTIVIT
137
30
STOP

SASEBO—A quiet moment at gate of Fleet Activities.

The O-Bon Festival in August is a religious festival lasting three days. During this time, the souls of the departed are said to visit their earthly homes and there is much merriment. On the last day, beautiful boats covered with flowers and lanterns are prepared and filled with food and fruit. These boats are carried to the water's edge, to provide the means by which the departed souls may return to the other world.

The Okunchi Festival in September celebrates harvest time and features a giant parade with floats and marching bands. The Command usually participates by entering a float in the parade.

In January the Japanese bring in the New Year with many days of parties and celebration. Ceremonies are

CULTURAL EXCHANGE—Students in Japanese Culture Class learn the art of performing the Tea Ceremony.

TIME FOR R & R—Sailing in the scenic harbor at Sasebo is popular about nine months out of the year.

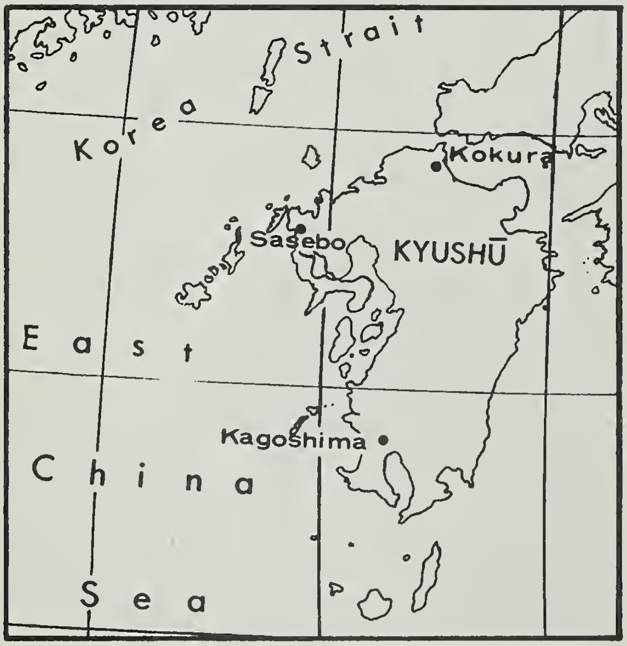
held at shrines and temples, and doorways are decorated with traditional pine, bamboo and tangerines. Everywhere ladies in their best kimonos can be seen.

THE AMERICAN AND JAPANESE children soon understand each other, despite the language barrier. Navy juniors usually learn to speak Japanese faster than the adults. At school the students participate in frequent programs with Japanese students. The World Brotherhood Program, held annually, offers a joint program by American and Japanese students allowing an exchange of culture as well as an opportunity to establish lasting friendships. Japan/U. S. Junior Red Cross participates in joint community projects, and special clubs within the school learn the arts of Japanese flower arranging and the tea ceremony.

Shopping in Sasebo and the surrounding areas is not only fun, but an experience. Armed with a few choice phrases and the ability to count in Japanese, one may find inexpensive treasures. Several large department stores in the main part of town offer all the modern wares as well as the small shops along the covered arcade. The arcade covers four or five city blocks and contains little shops specializing in a particular ware—jewelry, material, household furnishings, cameras, etc.

The most popular items for foreigners are the beautiful pearls, many of which come from the Takashima Pearl Farm (second only to Mikimoto) only a few miles from Sasebo.

Arita, a small town about 15 miles from Sasebo, is the center for porcelain china in Japan. The annual china sale in May is eagerly looked forward to by all. Two miles of small china shops line the road and offer out-of-this-world bargains. An opal mine nearby has home-grown opals as well as jade from Nagasaki and Australia and a variety of semiprecious stones from Brazil. For the antique or curio lover, shops can be found everywhere filled with old Japanese artifacts and furniture. The tansu and the hibachi are particularly popular among the Americans.



IN EVERY FACET of living the American in Sasebo comes face to face with his Japanese neighbor. He has the opportunity to learn about Japan, to see its beauty and to meet and know its people. No one leaves Sasebo without a touch of the Orient in his veins.

The earliest record of Sasebo in international affairs began in 1570, when the port was opened to Portuguese merchants. The first military history was made in 1714, when guard posts were established at the harbor entrance to watch for marauding Chinese ships.

In 1882, Admiral Hichachiro Togo visited Sasebo and was impressed by the seclusion, depth, and spaciousness of its harbor. As a result of Togo's recommendations to the Emperor, millions of yen were expended on Sasebo in its development as a naval base. On 25 Apr 1890, Emperor Meiji formally dedicated it as a station of the Imperial Japanese Navy.

The Sasebo naval base became an extensive naval complex both before and during WW II in building, repair and logistic support of fleet vessels. In 1904, the Imperial Navy had swept the Russian Imperial Navy from the seas at Tsushima Straits, establishing Japan's reputation as the leading naval power of Asia.

In September 1945, the U. S. Navy arrived and established Fleet Activities, Sasebo.

With the outbreak of the Korean conflict in 1950, Sasebo again became an important naval base. By 1953, Fleet Activities was a complex with 143 officers, 1700 enlisted and 5800 Japanese employees all involved in the support of the massive operations in Korea.

SASEBO HARBOR has retained all its natural advantages as an extensive deep-water, sheltered harbor. Geographically it is admirably situated for close support of naval operations in the western Pacific. The Fleet Activities base remains active, accommodating an average of 14 vessels per day with necessary logistic support.

From Sasebo, the U. S. Fleet is furnished with fresh produce and stores, repair work; fuel oil comes from the U. S. Army-operated petroleum depot and ammunition from the Naval Ordnance Facility. Other area commands receiving administrative support from the command are Marine Barracks, Sasebo, U. S. Commissary Store, and MSTS.

The U. S. Navy is the primary economic support of the city of Sasebo, contributing over $30,000,000 per year to the area for goods, services and payroll of various Japanese employees. A heavy industries company, together with several shipbuilding firms, provides the secondary means of support for the city.

The Navy Exchange runs two newly renovated and enlarged, air-conditioned stores (one for domestic goods and one for foreign merchandise). Other Navy Exchange facilities include five snack bars, an enlisted men's club (Fiddler's Green), a laundry and drycleaner, tailor shop, coin-operated laundromat, cobbler shop, bakery, nine barber shops and a well-run beauty shop. There are also overseas telephone service, a personal services center, and an auto garage and service station.

The commissary officer is always eager to learn of new stateside items, but it is hard to see why anyone would need more than is already stocked on the shelves of the recently enlarged supermarket. Very few needs of the homemaker are missing from over 2000 items to choose from, including canned, dried, frozen and fresh foodstuffs. Also included are diet foods, a full line of bakery products and even stateside ice cream.

Two chapels with a Roman Catholic and a Protestant chaplain permanently attached provide religious services and counseling. Religious instruction for children and adults is available on a regular basis and special services for other denominations are held. There are also Christian churches in the town including Catholic, Baptist, and Episcopalian.

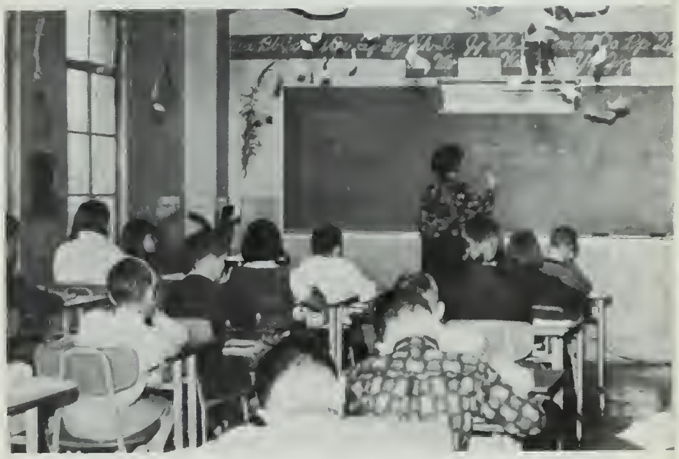
THE BASE IS FULLY EQUIPPED with servicemen's clubs for all. The EM club, Fiddler's Green, has its own band with a vocalist nightly and a "special of the day" for the budget-minded. The Sukiyaki Room, traditionally Japanese in decor, has the best in food and service. Movies are shown twice a week, and the club building on a nearby hill has a superb view of the harbor.

The P. O. Club (1st and 2nd class) offers a full calendar of events. Apart from the specials in good food, an organist plays daily in the cocktail lounge. Bands range from rock-and-roll to country and western, with talent appearing in the Saturday night floor shows. Shows range from top Japanese performers to stateside groups.

The Mariner CPO club, newly renovated, has a congenial atmosphere with specials in food and a daily happy hour. The attractive ballroom features floor shows, dance bands, western night, movies, and bingo.

The officers' Town Club has an attractive pool and patio with snack bar and regular cookouts during the summer. This club has been almost entirely redecorated and carpeted during the past year. The food and nightly dance band are excellent and most popular are Sunday brunch and family night buffet. The Chochin cocktail lounge features a piano bar and the Kokai Room is available for private parties. A small Sukiyaki Japanese room accommodates 20 to 25 people for special dinner parties.

THANKS TO Special Services, Sasebo is endowed with many facilities for exercise, or just simply relaxing. Two gymnasiums provide, among other things, rental bicycles, free use of athletic clothing and equipment, camping and fishing gear, judo and karate classes for men, women and children, steam room and showers. The base gym and fleet gyms are equipped with badminton and volleyball courts, table tennis tables, two handball courts (one of which doubles as a squash court), weightlifting equipment, and locker spaces.



KID STUFF—The E. J. King dependents' school offers grades one through 12. *Below:* Scouts enjoy jamboree.

The Paradise Point nine-hole golf course, which faces the harbor entrance, has a beautiful setting. The fees are low and golf lessons are available. A Japanese course is also available on nearby Ishimori Dake Mountain. This course is operated by the Sasebo Country Club at reduced greens fees for military personnel.

Nearby is the skeet range where shotguns and ammo are provided for a small fee. The range is fully automatic. The active yacht club group holds inter-club regattas with the local Japanese clubs (from April to November). The recently renovated clubhouse acts as a social as well as a recreational club. Sailboats and motor boats are available for rent. Boat handling classes are taught and participants enjoy cookouts every weekend in the warm months.

The hobby shop with its carpenter shop, photo lab, pottery kiln and tape-recording room is popular, and the adjacent library contains in excess of 10,000 books.

NIMITZ PARK has a wide variety of playing fields. There are tennis courts, and softball and football fields, in addition to the excellent bowling center, swimming pool, youth center teen club and picnic area.

The Showboat Theater features movies twice daily

MEMENTOS—Typical souvenirs of Japan all made in Sasebo area include saki servers and vases.

A BIT OF HOME—Modern Sasebo Fleet Activities commissary stocks a welcome supply of American foods.

PLACE TO RELAX—The Petty Officer Club is a busy, modern building with all the up-to-date conveniences.

as well as special entertainment and USO shows.

The Ham Radio Shack (KA7DM) and MARS station located on the main base are great morale boosters for everyone.

The Sasebo Wet Set teaches and supervises scuba diving, and for car enthusiasts the Jumping Jidosha (car in Japanese) Club holds sports car rallies regularly.

A "tourist bureau" conducts and arranges recreation tours, both local and distant. The beautiful channels, coves and inlets of the 99 Islands and the Saikai Bridge, the longest steel span in the Far East and third largest in the world, can be seen by ferry. The farmers' market, the fish market, quaint shopping arcade, and numerous shrines and temples, to name only a few, can be viewed entirely on a "shoe leather" tour. Many nearby mountains can be reached by car or bus and offer a picturesque panorama from the lookout on the top.

Day trips can be taken to the center of tea- and rice-growing areas, the hot spring baths, panoramic waterfalls, recreation centers, lovely beaches, aquariums and zoos. The Sasebo Botanical Gardens as well as other areas offer many flowers of breathtaking beauty.

Sasebo has always held the reputation of being one of the best R & R ports in the Pacific for the Fleet. This is equally true for the personnel shore-based in the area. No place else can one enjoy all the comforts of home plus the wonderful friendship and hospitality of Japan and its people.

For the lucky Navy family, Sasebo can be the experience of a lifetime.

(The foregoing report, an outstanding example of overseas living, was prepared for ALL HANDS *readers by the Public Affairs Staff of* FLEACTS, *Sasebo.)*

FAITH CHAPEL is one of two chapels serving military personnel and families at Fleet Activities.

CARRIER DELIVERY—LT Gilbert A. Baker pilots C-2A back after delivery. *Rt:* COD offloads aboard *USS Enterprise.*

COD GREYHOUNDS

SOME OF THE busiest Far East naval air activity is flown behind the lines by Fleet Tactical Support Squadron 50.

Almost daily a fleet of the squadron's 15 turbo-prop C-2A COD (carrier onboard delivery) planes—called *Greyhounds*—sets course from their base at NAS Cubi Point, Philippines, to flattops steaming with the U. S. Seventh Fleet in the South China Sea and Tonkin Gulf, a distance of about 950 miles or three hours' flight time.

Cargo carried inside the C-2As' holds ranges from fighter jet engines to bulging bundles of mail. On occasion, the cargo space is altered to carry up to 28 passengers.

VRC 50 has been flying off carriers operating near Vietnam since August 1964. Then, its pilots flew the C-1 *Trader* cargo lifters, but shifted two years ago to the larger and faster *Greyhounds,* which are capable of delivering 10,000-pound loads.

—Story and photos by
Kenneth B. Dalecki,
Journalist 3rd Class, USN

SERVICE completed to carrier in South China Sea, C-2A returns to Cubi. *Below: Greyhound and Trader on deck.*

GREYHOUNDS of VRC-50 line up at Cubi air terminal.

LETTERS TO THE EDITOR

Terms of Enlistment

SIR: When I joined the Navy in 1947, the lengths of initial enlistments were minority, four or six years, as I recall. What's the history on this to date?—L. J. W., YNC, USN.

• *First, for the benefit of readers unfamiliar with the minority enlistment, let's define the word "minority" as used here.*

Sometimes called the kiddy cruise, the minority enlistment was drawn up for the enlistee who had not yet reached his 18th birthday. It was written to expire on the day before his 21st birthday.

We say "was" because, although the minority enlistment is still authorized by law, the Navy discontinued its use on 27 Sep 1966. Since then, everyone who enlists must be at least 18.

The same law that provides for minority enlistments allows for two-, three-, four- or six-year initial enlistments.

Right now four- and six-year enlistments are authorized. Exceptions are made for special programs, such as direct enlistment of Seabee petty officers, and for other reasons.

Looking back a few years, before 13 Jun 1947 terms of initial enlistments were for minority, four or six years. On that date, a three-year contract was authorized but it was discontinued 1 Sep 1949 when the terms of initial enlistments were again changed to minority, four and six years. However, from January 1962 through February 1966, three-year enlistments once more became effective.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Family Separation Allowance

SIR: As the personnelman for an air squadron that frequently deploys, I'm constantly faced with the problem of whether or not certain individuals should be credited with the $30 Family Separation Allowance (Type II) when we are away from our home base for more than 30 days.

I believe it all boils down to the interpretation of when an individual is considered the head of a household.

According to the *Military Pay and Allowances Entitlements Manual* — specifically paragraph 30302e — the definition of "household" applies to a collection of persons living under one roof having one head or manager who controls and supervises the affairs of the family.

I do not believe a man can be considered the actual head of a household when, during one of our lengthy deployments, his dependents take up residence with his parents.

I maintain that although he may continue to contribute a monthly allotment and pay rent to his parents, he no longer can be considered the actual head or manager of the household since he is not physically there to control and supervise the affairs of the family.

Consequently, he would not be eligible for the extra $30.

Right? or wrong?—R. O. H., PN2, USN.

• *The Comptroller General answers your question thus:*

Unless your man maintains a residence or household for his dependents, subject to his management and control, which he will likely share with them as a common household when his duty assignment permits, he is NOT entitled to family separation allowance.

Therefore, you are right. Chalk one up.

It is not sufficient for family separation allowance purposes for the dependent to merely live in a household of relatives or friends while the man is separated from the family.

To help clarify who was eligible for the allowance, all FSA-II credit was ended on 30 Nov 1968, and only those individuals who qualified in accordance with the stated residence requirements were allowed to have their credit reinstated.

Henceforth, members of deploying units, such as those in your squadron, should be informed of the residence requirements and have the opportunity to submit a signed certification of their actual "household management and control" so that they might receive the separation pay.

The FSA-II residence requirements are fully discussed in ALNAV 291440Z/58 Oct 68 (SecNav Notice 7220).—ED.

INDIAN NAMESAKE—*USS Oglala,* shown here in 1929 (as CM 4), was named after the Dakota Sioux Indians. She served the Navy almost 30 years.

Leadership Evaluation

SIR: I've observed over the years that senior petty officers, particularly those in technical ratings, often are assigned to NEC code billets or other duties which amount to one-man jobs.

I know of at least one case in which the senior petty officer served an entire career without once drawing duties which included a capacity for on-the-job leadership or supervision.

Possibly it's because our ratings and duties have become so specialized that opportunities for leadership do not present themselves as much as they did years ago.

Whatever, without dwelling on the subject, I have one question. My command insists that each petty officer be marked on his leadership and supervisory ability when enlisted evaluations are worked up. Command policy does

CAT ON THE WATER—Seabees of Naval Mobile Construction Battalion 121 work near Hue City, Vietnam, to fill section of road washed away by rains.

not permit a check in the "not observed" section of the report.

Therefore, the petty officer who works alone and has no one to lead or supervise receives an arbitrary mark which may not reflect his true leadership ability.

Isn't there a better way?—T. E. G., Warrant Officer, USN.

• *A discussion of performance evaluations in the* BuPers Manual *(article C-7821) says leadership involves more than supervision of subordinates. To quote paragraph 5 of the article: "The mark. . . should not only reflect observed performance in this area, but also take into consideration the reporting superior's estimation of the petty officer's potential for further development."*

Further, "In considering the mark to be assigned, consideration shall be given to observed effectiveness in the utilization of men, money and materials, and the implementation of improved management techniques and procedures. Significant contributions to greater economy and efficiency in observed performance shall be commented on. . ."

This means that leadership, for evaluation purposes, also involves the effectiveness of the petty officer in putting the Navy's money and material to its best use. In view of this, it's conceivable that any petty officer, even the one who does not have direct supervision over lower rated men, could appropriately be marked on leadership.

You should find it interesting to note that the present enlisted evaluation system is being reviewed. However, until and unless the system changes, we suggest you follow your command's policy. If necessary, use the money/material angle as rationale.—ED.

Arriving in Japan

SIR: In your article about duty in Yokosuka, Japan (p. 53, November 1968) you give the following advice to personnel ordered to Yokosuka who arrive by air at Tachikawa:

"If you arrive in the evening, stay overnight near your point of arrival and travel to Yokosuka the next day. A bus ride will be more pleasant after a night's sleep."

I served at Yokosuka for over a year, and I must take exception to this advice. If one is lucky enough to arrive at night, he should leave for Yokosuka then, not the next day.

Between 2000 and 0600 the ride from Tachikawa to Yokosuka takes about 90 minutes. During the daylight hours, when the traffic and narrow Japanese roads restrict road travel to a crawl, the same trip takes about three hours.

In addition, evening travel is infinitely more comfortable in the summer months, which represent a combination of heat and humidity.

One more recommendation: Japanese taxis are fast and efficient. What's more, many serving Tachikawa are air-conditioned. No matter what time of day the trip to Yokosuka is made, it will be much more comfortable in a taxi than in one of the buses that were operating when I left Japan. The taxi ride (per carload) to Yokosuka is about $15.00. It is easily worth it.—C. D., LT (jg), USNR.

• *At first glance, your recommendation sounds like an excellent one. After all, a 90-minute ride beats a three-hour ride anytime. By about half.*

However, one opinion does not a consensus make. We checked with some of our well-traveled staffers to see if any of them had taken the bus from Tachikawa to Yokosuka. No less than three among our staff replied with an assortment of groans, invectives, and a few unprintables. Seems the bus ride in question has found its way into more than one traveler's personal-experience file.

There followed a fascinating collection of tales about daredevil drivers, hairpin turns, and scattering bicycles. We were impressed.

However, the consensus among these seasoned travelers is that you would be better off to stay overnight at Tachikawa, and take that bus ride the next day. Under certain circumstances, at least.

Suppose, for example, that your family is tagging along with you. You land at Tachikawa after a 12-to-14-hour plane ride from the States. Your wife is tired. The kids are tired and cranky. Even you, hero, are tired.

You've been wearing the same clothes for some time. You're searching frantically through the terminal for Junior, while little Mary is tugging at your jacket, with her own urgent demands. In this condition, you want to take a long bus ride?

Do yourself a favor. Bed down at Tachikawa. They need you and your nerve endings at Yokosuka.

Things will be much better in the morning. You'll be rested. Clean. You'll see some of the Japanese countryside. Your sponsor will be happy to see you at 1100; he might not have been at 0300.

Anyway, that's the way we see it, sir. Maybe some of our readers will have different ideas about it. We'd like to hear them.—ED.

READY *RENSHAW*—Twenty-six-year veteran of World War II and Korean conflict *USS Renshaw* (DD 499) is still in there serving on station in Vietnam.

SCENIC SUB—*Medregal* (AGSS 480) makes a pretty picture leaving for First Fleet exercises.—Photo by Photographer's Mate 1st Class Robert Woods.

Warrant Status

SIR: There are a number of points I would like to discuss, and at least one question I would like to ask, regarding the status of Navy warrant officers and chief warrant officers.

First, the discussion.

I have friends who were Navy 1st class petty officers before they accepted appointments as warrant officers in the Army, an interservice program I believe still exists. These individuals are now chief warrant officers (CWO-2) after having served only one year in pay grade W-1.

The Coast Guard offers direct appointments to CWO-2 to its enlisted personnel, while two years in grade are required of naval WO-1s.

I should think the Navy would implement such accelerated promotion programs to equalize either of these situations in the other services' warrant categories.

As a starter, consideration should be given these former chief petty officers who accept appointments to warrant officer after serving three or more years in pay grade E-7. Perhaps these men could be promoted directly to CWO-2, or be required to serve only one year as a WO-1.

I've noted that many of our newcomers to the Navy are not yet aware of the difference between the terms "warrant officer" and "chief warrant officer." A reminder that warrant officer (WO) refers to a W-1 only, and that CWO refers to the W-2, -3 and -4 pay grades of chief warrant officer, might help. Remember, however, when W-1 through W-4 are placed in the same category, then the term "warrants" should be used.

It seems this is a matter of semantics, but when you are trying to research the retirement laws of "warrants," the interpretation is difficult since WOs and CWOs fall into two distinct categories.

This brings me to the topic of my question: Can a CWO-2 receive W-2 retainer pay, based on a total of 20 years' active service, or must he have 10 years' commissioned service?—C. E. C., SUPCLK (WO-1), USN.

• *Normally, in answer to your question, an individual must have at least two years' active duty service in his current grade, computed from the date of rank of such grade, to be eligible for voluntary retirement. No period of "commissioned service" is required for such retirement.*

To be more specific, any member who holds a warrant grade may be transferred to the Retired List with entitlement to retired pay based on the warrant grade in which he retires.

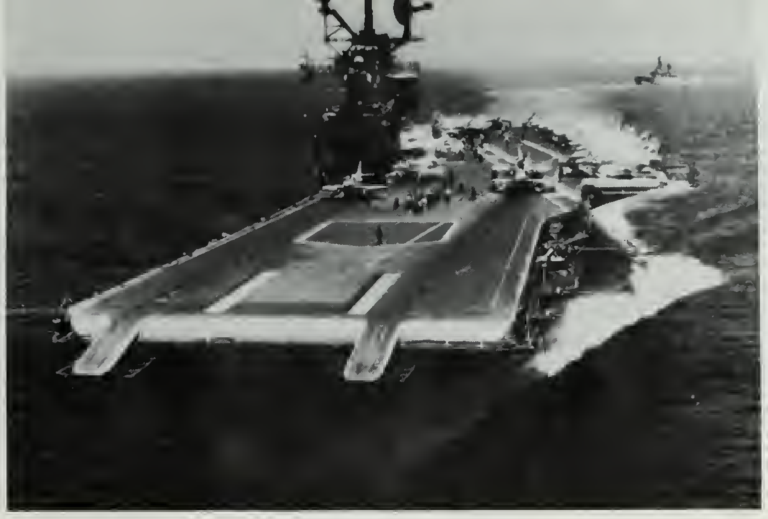
The guidelines for the time-in-grade requirements — other than the two-year minimum — may be found in SecNav Inst 1811.3G.

Your reference on the need to familiarize newcomers with the difference between warrant officer and chief warrant officer was well received. We should like to add this information on the subject:

Chief warrant officers are commissioned officers, whereas warrant officers are warranted officers. The difference is technical and merely reflects by whom the appointment was authorized.

For example, Navy chief warrant officer commissions are appointments made by the President with the advice and consent of the Senate. Warrant officer—that is, W-1—appointments are warrants made by the Secretary of the Navy.

Regardless of the nature of the appointment, all "warrants" are officers of the United States under the Constitution in the same sense as are any higher ranking naval or military officers.—ED.



USS Intrepid (CVS 11)

Early Release for College-Bound

Sir: I understand the Navy will release a man from duty before his enlistment is scheduled to end provided he wishes to enroll in a college.

Please explain the procedures which must be followed to obtain an early release and give the earliest date on which a separation can be obtained.—A. R. C., AZAN, usn.

- *You are right; the Navy will permit early release from the service to Navymen who wish to attend college. The applicant, however, must establish his eligibility for an early out by:*

1. Requesting separation within three months of the date his active obligated service would normally end. This, however, must be no earlier than 10 days before his college registration date.

2. Being willing and able to pay the required entrance fee and showing that the school term for which he seeks release is the most advantageous for beginning or resuming his education; that delay of enrollment until after normal separation date would handicap him in the pursuit of his education.

3. Obtaining a statement from the educational institution which establishes his enrollment on a full-time basis in a course leading to an associate, baccalaureate, or higher degree. The statement must also show the convening date of the class, the registration date and that the institution is accredited or approved by a regional accrediting association and is listed in Part III of the "Health, Education and Welfare Department Directory." The applicant's performance of duty must be such that he is deserving of consideration for early separation and the applicant must fulfill the requirements for an honorable discharge. The prospective student must also have a replacement on board if his absence from duty will reduce his command's operational readiness to an unacceptable degree.

If you are interested in looking up the official word on early release to attend college, try Article C-10306(4) of the "BuPers Manual."—Ed.

E-8/E-9 Establishment

Sir: Just a simple question. When were the E-8 and E-9 rates established?—J. M., Jr., STC.

- *Congress authorized the establishment of the two senior enlisted pay grades for all U. S. military services in 1958. On 16 November that year, the Navy created 922 senior chief petty officers (E-8) and 149 master chief petty officers (E-9). Those numbers have now increased to more than 8000 for SCPOs and 3000 for MCPOs.*—Ed.

Reserve Musician

Sir: I've completed my six-year military obligation, but would like to join the Naval Reserve after I'm released from active duty. However, I've heard the Reserve does not accept musicians. Is this true?—G. H. B., MU2, usn.

- *Not entirely. Reserve program allowances do not provide for the MU rating, and MU pay billets, as such, are not found in Reserve units.*

However, this does not mean you can't join the Reserve and be assigned to a drill pay status. For example, if you can be used in a training and support function, or an "in-training" status for change of rating within a unit's allowance, not only can you join the Reserve, it's probable you will be encouraged to do so.

We suggest that after you are released from active duty, you check with the commanding officer of the Reserve training activity nearest your home for information on what's available.—Ed.

WHEREVER YOU ARE...
SEND **ALL HANDS** TO THE FOLKS AT HOME

Superintendent of Documents
Government Printing Office
Washington, D.C. 20402

ENCLOSED find $2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for $5.00 and 3 years for $7.50.

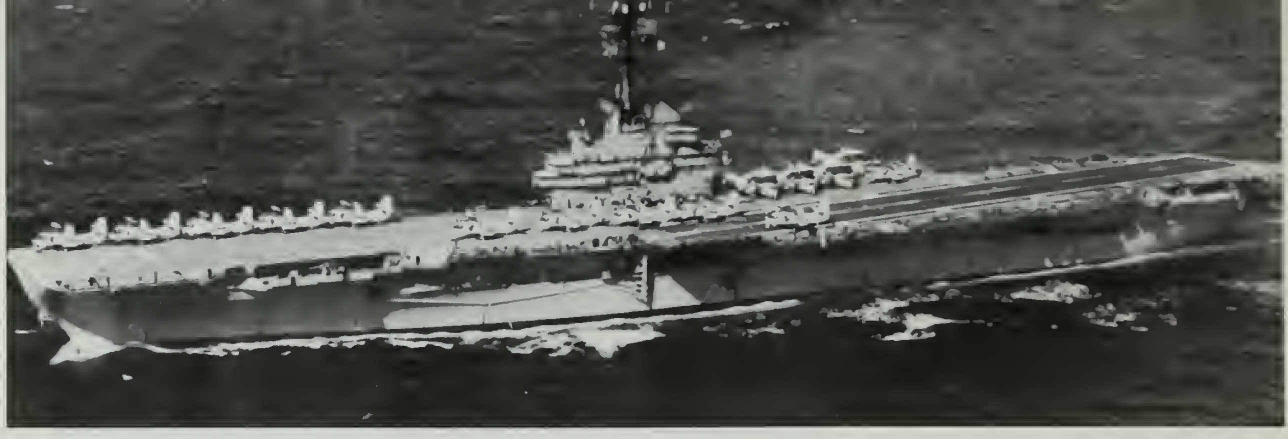
NAME____________________

ADDRESS____________________

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington, D.C. Make check or money order payable to the Superintendent of Documents.)

Subacription for mailing to a foreign country without an FPO or APO is $3.50 per year.

Check one: One year ☐ Two years ☐ Three years ☐



STILL GOING STRONG—Antisubmarine warfare support aircraft carrier USS Essex (CVS 9) has celebrated her 26th anniversary.

Salty Lady

USS *Essex* (CVS 9) recently celebrated her 26th anniversary. The first of a then-new carrier class, *Essex* joined the Fleet in ceremonies at Norfolk on 31 Dec 1942.

Compiling an impressive World War II record, *Essex* earned 12 battle stars, and a Presidential Unit Citation while fighting her way to fame. Her batteries shot down 33 attacking aircraft, while her air groups accounted for 1531 enemy aircraft, sank 25 ships, and damaged 86 others.

However, *Essex* did not go unscathed. On 25 Nov 1944, a kamikaze slipped through a barrage of antiaircraft fire to crash on the port edge of the flight deck, killing 15 and injuring 44 others. The flight deck was restored to fighting shape within 30 minutes.

The *Essex* story continued after a brief period of inaction after the war. She had two action-packed tours in Korean waters, and later was on hand for the crises at Lebanon, Formosa, Berlin, and Cuba.

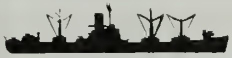
Recently, the eyes of the nation focused on *Essex* when she recovered the *Apollo* 7 spacecraft and its crew from the Atlantic following its 11-day orbit.

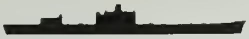
In her antisubmarine warfare capacity, *Essex* again has distinguished herself, winning the Battle Efficiency "E" in 1966 and 1968, and also the Antisubmarine Warfare "A" award in 1968.

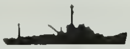
CLOSE CALL—Japanese kamikaze crashes into Essex during WW II battle.

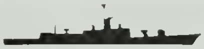
BACK THEN—First plane and pilot to take off from Essex in 1943. Rt: Blizzard strikes in Korean waters.

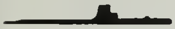
SPACE CATCHER—Astronauts inspect spacecraft in Essex's hangar bay. Rt: Essex was prime recovery ship for Apollo 7 flight.

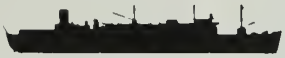

AF—Store Ship

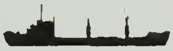

AFS—Combat Store Ship

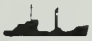

AG—Miscellaneous

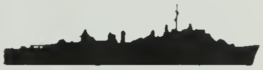

AGDE—Escort Research Ship*

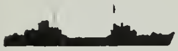

AGSS—Auxiliary Submarine

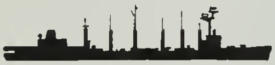

AH—Hospital Ship

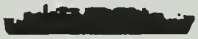

AK—Cargo Ship

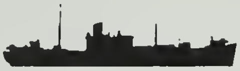

AKL—Light Cargo Ship

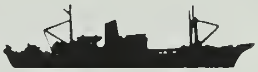

AKR— Vehicle Cargo Ship

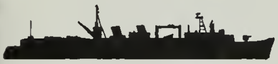

AOG—Gasoline Tanker

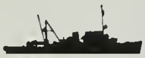

AOR—Replenishment Oiler

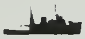

APB—Self-propelled barracks Ship

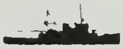

AR—Repair Ship

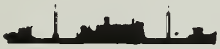

ARC—Cable Repairing Ship

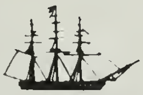

AS (FBM)—Submarine Tender (Fleet Ballistic Missile)


ASR—Submarine Rescue Ship


ATA—Auxiliary Ocean Tug


ATF—Fleet Ocean Tug


AVS—Aviation Supply Ship

† 
IX—Unclassified Miscellaneous

† Accurate silhouette not shown.

• In construction or planned.

ADDITIONAL SHIPS

(INCLUDING RESERVE TRAINING SHIPS)

(The following types are not now part of the active operating Fleet, but could be reactivated if necessary in the event of mobilization. Also in the Reserve Fleet are many of the types listed in the centerspread.)

COMBATANT

Light Cruiser	CL
Minelayer, Coastal	MMC
Minelayer, Fast	MMD
Fleet Minelayer	MMF
Minesweeping Boat	MSB
Coastal Minesweeper (old)	MSCO
Inshore Minesweeper	MSI
Patrol Escort	PCE
Patrol Craft, Submarine	PCS
Guided Missile Submarine	SSG

SERVICE CRAFT

Large Auxiliary Floating Drydack	AFDB
Lighter (special purpose)	YFNX
Refrigerated Covered Lighter	YFR
Floating Drydock Workshop (hull)	YRDH
Floating Drydock Workshop (machine)	YRDM
Salvage Craft Tender	YRST

NEW CONSTRUCTION

New Construction Destroyer Program	DX/DXG
Submersible Research Vehicle (nuclear propulsion)	NR

AUXILIARY SHIPS

Environmental Research Ship	AGER
Miscellaneous Command Ship	AGF
Radar Picket Ship	AGR
Technical Research Ship	AGTR
Vehicle Cargo Ship	AKR
Cargo Ship and Aircraft Ferry	AKV
Self-propelled Barracks Ship	APB
Battle Damage Repair Ship	ARB
Salvage Lifting Ship	ARSD
Salvage Craft Tender	ARST
Aircraft Repair Ship (aircraft)	ARVA
Aircraft Repair Ship (engine)	ARVE
Seaplane Tender	AV
Auxiliary Aircraft Transport	AVT
Distilling Ship	AW

TYPES ASSIGNED ELSEWHERE (MSTS, MILITARY ASSISTANCE, LOAN OR LEASE, ETC.)

Patrol Escort	PCE
Missile Range Instrumentation Ship	AGM
Cargo Ship, Dock	AKD
Transport	AP
Small Coastal Transport	APC
Aircraft Repair Ship (helicopter)	ARVH
Yard Floating Drydock	YFD

Prepared by ALL HANDS Magazine

SEA SCOUT—*USS Towhee* (AGS 28), operating out of Pearl Harbor, compiles data which helps insure smooth sailing for Navymen and other mariners.

Towhee, Frontier Scout

The surveying ship USS *Towhee* (AGS 28) seems to be a Navy version of the old frontier scout.

Operating from Pearl Harbor, Hawaii, *Towhee* serves as an advance party to compile data which helps insure smooth sailing for Navymen and other mariners.

Under technical control of the Oceanographer of the Navy, *Towhee* operates with Service Squadron 5, primarily to chart shipping lanes. She also conducts oceanographic research.

For example, she has special winches for making vertical hydrocasts to bring water samples up from various depths. These are studied for temperature, salinity and chemical concentration.

Cores of bottom mud samples are taken for study by geologists and archeologists. The ship also can be fitted with special trawling gear to bring up animal and plant microorganisms which give information on the ocean's nutrient and population resources.

Towhee was built as a Fleet minesweeper during World War II. She was fitted with surveying gear such as electronic navigators and a depth recorder and was reclassified in April 1964. She measures 221 feet long and 32 feet at the beam.

Towhee carries 100 officers and enlisted men; all are involved in hydrographic chart production and the evaluation of reported hazards to navigation. Two electronic navigators which coordinate radio-like signals from the beach give *Towhee* accurate readings of geographic positions. Her special recorder comes up with precise measurements of shipping lane depths.

Towhee logs plenty of miles and spends little time in port. During a 13-month period ending last November she steamed 41,324 miles while conducting more than 15,000 miles of controlled ocean survey. She made two deployments to Vietnam to chart coastal waters in the combat zone, and most recently was conducting a major survey off the coast of California.

Adamsmen Advance

Those well-known shipboard record-claimers have been joined by USS *Charles F. Adams* (DDG 2).

Of the 88 men recommended to take the August exams, 73 of them passed the examination. This is 83 per cent. Seventy of the 73 were advanced. That's not bad either.

Outdoing everyone was the ship's operations department. Sixteen of 18 men were advanced, which is 89 per cent.

Congratulations, *Adams*men.

Stoddard's Silver Anniversary

The Seventh Fleet destroyer USS *Stoddard* (DD 566) is celebrating her silver anniversary as a U. S. man-o'war. Commissioned in late 1943 in Tacoma, Wash., *Stoddard* earned campaign medals for participation in operations in the North Pacific, in Okinawa, and for occupation duty off Honshu, Japan, in late 1945.

Since 1958 *Stoddard* had made annual deployments to the Western Pacific, and has participated in many of the significant events in WESTPAC waters.

Among her varied duties the ship has seen tours on the "Taiwan patrol," served with the Nuclear Testing Group in the mid-Pacific, was standing by in the Gulf of Siam during the Laotian Crisis, and finally, has served three tours as a gunfire support ship for U. S. and South Vietnamese troops in Vietnam.

During her second combat tour, *Stoddard* was awarded the Navy Unit Commendation for action off North Vietnam. While attempting to rescue a downed U. S. pilot, the ship was hit by enemy shore batteries. No personnel casualties were involved, and the ship remained on station until the pilot was rescued.

Subic Storytellers

The wives of 70 Navymen stationed at Subic Bay in the Philippines spend their Wednesday afternoons in local elementary schools giving Filipino students a *for-example* of how the English language is spoken in the United States.

Known as the Subic Storytellers, the wives assist local fourth-grade teachers during the one-hour English lessons held each week in 16 area schools.

The Storytellers was founded two years ago when six of the Navy housewives figured their conversational English might be put to some good use outside the kitchen.

The idea caught on, and the Storytellers now have their own library and teaching aids such as puppets and felt display boards.

Hickox Rides Again, with ROKN

In November, the Korean flag was run up the jackstaff of the one-time USS *Hickox* (DD 673) as the veteran of war in the Pacific was transferred under the Mutual Assistance Program to the Republic of Korea.

During World War II, the destroyer was present at many of the actions now prominent in the history of the Pacific war. Although *Hickox* moved from one Pacific action to another, her life seemed to be charmed, for damage was minor throughout the war.

One example of her luck can be seen in the onslaught of nature which at least equaled any attack mounted by the Japanese. During the December 1944 typhoon, *Hickox* survived. Only her after steering engine room was flooded and she made it to Ulithi steering by hand.

She showed her mettle during March 1945 after a Japanese plane dropped two bombs on the flight deck of USS *Franklin* (CV 13). Despite danger to herself, *Hickox* came under the blazing flight deck to rescue 18 survivors who were cut off from escape and pulled three others out of the water.

Hickox also provided antiaircraft fire during two air attacks which took place during rescue operations and the 21 men who were initially picked up by *Hickox* were not the only beneficiaries of the destroyer's daring. Before she completed her job, *Hickox* had taken 91 of *Franklin's* survivors from the water.

Hickox will find herself no stranger to Korean waters. She operated off Korea for two months during the United Nations operations there.

Now the destroyer which earned nine engagement stars on the Asiatic-Pacific Area Service Ribbon and a Navy Unit Commendation returns to Korean waters renamed ROKS *Pusan*.

MEN OF MERIT—Hydrographic survey ship *USS Serrano* (AGS 24) won Meritorious Unit Commendation for survey operations conducted in the Pacific.

Navy Chaplain Awarded the Medal of Honor

Lieutenant Vincent Robert Capodanno has become the third chaplain in our country's history to receive the Medal of Honor, and the second Navy chaplain to be so honored.

From the time he accepted his appointment in the Chaplain Corps in December 1965, until his death, he repeatedly distinguished himself. The Purple Heart and the Vietnamese Gallantry Cross with Silver Star, among other awards he received, attest to this. The act that Chaplain Capodanno performed, earning him the Medal of Honor, was consistent with the exemplary life he led.

Learning that the Second Platoon of the M Company, 5th Marine Regiment, was engaged in savage fighting and might be overrun, he ran to join them. The unit was pinned down by enemy fire. Despite this, he proceeded to minister to the wounded and dying.

Although seriously wounded in the ensuing action, he refused medical aid so that others could be treated, and continued ministering to his men. Seeing a wounded corpsman whose position was in the direct line of enemy fire, he dashed to his side. In so doing he made the ultimate sacrifice.

His actions were an inspiration to the Marines who saw him. His words of faith strengthened morale and provided encouragement to those who heard him. Photograph of Chaplain Capodanno appears on the inside front cover of this issue.

A Whale of a Recording

A group of oceanographers recently went to sea to listen to the squeals, creaks, and clicks which make up whale talk.

The scientists, representing the U. S. Naval Oceanographic Office and the University of Rhode Island, successfully recorded on tape the sounds of seven different species of whales and dolphins inhabiting the North Atlantic.

The tapes, kept for the Navy in the Library of Underwater Sounds of Biological Origin at the university, are now being studied to compare the mammals' "talk" with similar sounds heard by Navy sonarmen tracking submarines.

In addition to recording the whales' conversations, the scientists bounced sonar signals off the bodies of the mammals to determine the strength of the resulting echoes. Such echoes have been known to create problems for the Navy's antisubmarine forces.

Sailing aboard *Trident*, a 180-foot research vessel operated by the university, the scientific party recorded sightings of several hundred whales and dolphins of seven species.

The scientists launched active and passive sonobuoys to pick up the mammals' talk and the echoes bounced off their bodies.

CHOPPER CHALLENGE—Air operations officer CDR H. L. Cassani cuts cake celebrating 83,000 helo landings aboard *USS Boxer* (LPH 4). *Boxer* crew claims this is more helicopter landings than any other LPH in the Fleet.

Ingersoll Hall

Ingersoll Hall at the Naval Postgraduate School, Monterey, Calif., honors three generations of naval officers.

Admiral Royal E. Ingersoll, USN (Ret), a World War II commander of the Atlantic Fleet, participated in dedication ceremonies when the new building was opened for studies last October.

Admiral Ingersoll's father was ADM Royal R. Ingersoll, an 1868 graduate of the Naval Academy who distinguished himself in the Civil War, Spanish American War and World War I.

Third in line of Ingersolls was Lieutenant Royal R. Ingersoll, II, who was killed on board the carrier USS *Hornet* during the Battle of Midway.

Ingersoll Hall is the first major building constructed at the Postgraduate School since 1954. It contains a lecture hall, TV studio with control and equipment room, computer room with seven programming rooms, four study rooms, 37 classrooms, 92 offices, four conference rooms, and 20 rooms for mail, storage and miscellaneous use.

In addition to Ingersoll Hall, the San Diego-based destroyer USS *Ingersoll* (DD 652) helps to perpetuate a longtime Navy name.

Fortress in the Sky

Nong Son Special Forces Outpost is a mountaintop bastion 30 miles southeast of Da Nang. The Army's Green Berets who are stationed there needed help, and they called on the Seabees.

It was late afternoon on the 12th day of August when the professionals from MCB 3 arrived, a team of 14 builders and five equipment operators under the command of Chief Petty Officer L. R. Renwick, USN. By the time all their equipment,

Independent Duty: The Doc Is "In"

Another day of medical duties aboard the destroyer USS *Robert L. Wilson* (DD 847) has begun for Hospital Corpsman 1st Class James Taylor. It will be a full day. His job is to keep the destroyer's 250 crewmen healthy.

Petty Officer Taylor explained some of the jobs that independent duty includes:

"My major responsibility is the health of the crew. Some of my specific jobs are administering first aid, dispensing medicines, sterilizing our instruments, and giving first aid lectures to the crew.

"Sanitation inspections also take up a lot of my time, and there is always a mountain of paperwork. I also have to act as my own supply department, taking regular inventory and ordering what I need.

"On a destroyer like this, sick bay is designed to handle emergency treatment, and not long-term medical care," he said.

"If we have a case of something like acute appendicitis, for instance, we get the patient to bed, administer antibiotics and immediately radio for help. Then I'll take care of him until we can get him to a hospital.

"Almost all of the visits to sick bay involve easily transmitted ailments. Colds and sore throats are prevalent, mainly because of the close living conditions on a ship."

Hospital Corpsman Taylor dispenses mostly prepared medicines in the ship, but he does occasionally have to serve as a pharmacist.

"I hold regular sick call from 0830 to 0900 every morning and from 1300 to 1330 each afternoon, but actually it lasts from 0800 until 0800 the next morning. The door is always open for emergencies."

Not all of the corpsman's duties are in sick bay, however. He spends a lot of time on daily sanitation inspection of the ship's galley, mess decks and berthing compartments, and he makes regular checks on the chlorine content of the ship's fresh water.

"On inspections, I look for things like accumulated grease or poor sanitary practices. My reports go directly to the executive officer to insure that action will be taken to remedy any unsanitary conditions."

Taylor also delivers routine lectures to small groups on first aid.

During each General Quarters drill, his first job is to set up the two battle dressing stations, one in sick bay, and another in the officers' wardroom. After that, he'll be found in one of the passageways giving demonstrations on emergency medical equipment and first aid for a standby repair party.

Petty Officer Taylor reported to *Wilson* after 18 months as an X-ray technician at the Memphis Naval Hospital.

"It's a big change going from X-ray tech at a well staffed hospital to independent corpsman duty on a destroyer. It's quite a challenge." —**Story by Bill Honerkamp, Journalist-Seaman, USN.**

bulldozers, trucks and roadgraders, had been airlifted in, night had fallen. The next morning the Seabees crawled out of their tents to begin the task ahead.

Since early summer the Special Forces "A" Team assigned to Nong Son, had lived in primitive underground bunkers and had to travel a steep and bumpy road, barely a footpath, daily for supplies. With the monsoon underway the road became practically impassable; their crude underground bunkers, pools of mud and water.

But all this changed under the skillful hands of the Seabees from MCB 3. The crude bunkers gave way to large heavy timber and concrete underground facilities designed for sleeping and storage of supplies. The footpath road was turned into a solid roadbed capable of handling heavy vehicles.

Nong Son Special Forces Outpost sits atop a mountain barely 300 feet long at its longest point and almost 50 feet wide. At over 1000 feet above sea level, the camp has, on occasions, become totally obscured by clouds, making airlift impossible.

Twenty-five miles away, a staging area near An Hoa was set up to receive materials convoyed from MCB 3's main camp in Da Nang. This, too, had its problems, the most difficult being the narrow, muddy Vietnamese roads with the ever-present danger of Viet Cong attack. Despite the loss of one truckload of materials blown up by a VC landmine, the Seabees brought their supplies through.

The completion of the facility, according to reports from Vietnam, provides the Special Forces with "acceptable living conditions combined with optimum protection."

New Housing at Quonset

A 200-unit "town house" housing complex for enlisted men at Quonset Point Naval Air Station and the Davisville Construction Battalion Center was scheduled for completion in January. The first increment of 20 units was accepted and occupied last fall.

There are 20 four-bedroom units, 90 three-bedroom units and 74 two-bedroom units built in the town house style. The complex also contains 16 two-bedroom, single-level units.

Each town house is designed with facilities for various services such as automobile parking, litter pickup and storage. A 32-square-foot utility shed is located at the rear, to house such items as bicycles, trash cans, garden hoses and lawn chairs.

In the front of the living room side of each complex is a lawn and patio area designed to provide privacy for each family.

FLYING AGAIN—World War II vintage *Vultee* training plane readies for takeoff. It was restored from a derelict purchased by LT T. D. Watson, USN.

Flying Antique

When Lieutenant Thomas D. Watson first saw it in 1963, the *Vultee* "vibrator" was a derelict. It lay behind a hangar at a dusty little airstrip in San Jose, Calif., its tires rotted, its canopy caved in, most of its flight instruments gone, its engine a mess. LT Watson bought it.

Then began the cannibalization of other *Vultees*. It wasn't too difficult to find them. The *Vultee* was used as a trainer during World War II by the Navy and the Army Air Corps. After the war, large numbers of this aircraft were sold as surplus.

LT Watson replaced his plane's wing tips. He found a new cowling. Innumerable odds and ends. Finally, he came upon an engine. Today, he owns a sparkling, fully operable, fully licensed, 130-mph antique.

Sonarmen Serve as Destroyers' Ears

Ships operating near the DMZ have little trouble sighting incoming rounds fired from enemy shore batteries. During the day, that is.

At night, or in bad weather, it's another matter. Visibility is often reduced to a few hundred yards. And, what's more, enemy gun flashes often become mixed with shell bursts and gun flashes from friendly ships and aircraft hammering the coast, making them almost impossible to pinpoint.

Under such conditions, a ship might be under attack and not realize it until she's rocked by an exploding projectile neatly zeroed in from an undisclosed enemy position.

Because of this situation, evasive action, at the earliest possible moment, is essential to the ship's survival. It must be as fast as sound.

And, it is, for the most part, since the initial action taken usually stems from the ship's sonar equipment.

As an example, Sonarman 2nd Class James Magoon, on night watch aboard the destroyer USS *Hull* (DD 945), heard the telltale booms of shells being fired from ashore.

Quickly, he checked their bearing on his sonarscope and relayed the rate of their approach to the bridge. Before the first enemy round hit the water, the destroyer had changed course, evading the projectile's path.

Hull carries out many strikes, both day and night, against targets within range of North Vietnamese artillery at Cap Lay, so relies heavily on the keen ears of her sonarmen.

Sea Knight Ups Deliveries Via Vertical Replenishment

If necessity is the mother of invention, it might be suggested that technology is the midwife. At least that seems to apply to the advent of vertical replenishment in the Navy.

The conflict in Vietnam has emphasized the need for ships to remain on station for long periods and the development of powerful helicopters has greatly increased their ability to do so.

In the early sixties, such ships as USS *Camden* (AOE 2), *Mars* (AFS 1), *Niagara Falls* (AFS 3) and *White Plains* (AFS 4), made their appearance in the Navy, using new replenishment concepts including the use of helicopters. But the earlier choppers weren't sufficiently powerful to replenish ships of a widespread task force and could not compete with conventional highline transfers in quantity and speed.

Vietnam, however, provided a powerful incentive for improvement and, although today's helicopters still can't compete in speed and quantity with shipside replenishment, vertical replenishment has compensating advantages.

For example, by using helicopters, one support or store ship can replenish two vessels alongside while a third or fourth can be serviced by airlift.

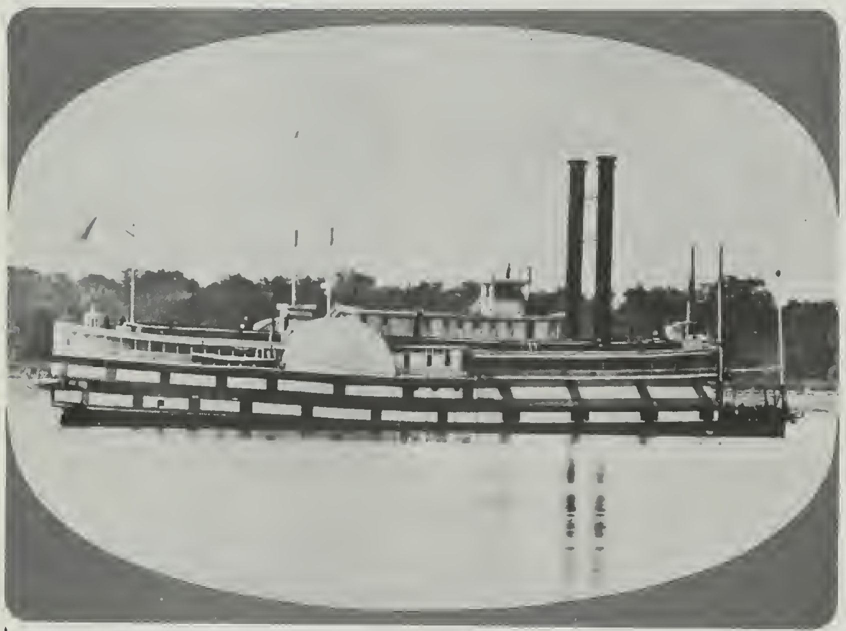
Helicopters also can replenish a ship at times when highline replenishment would be hazardous or impossible.

These advantages are especially apparent in the Seventh Fleet Attack Carrier Striking Force which uses the UH-46A *Sea Knight* to replenish Task Force 77. The *Sea Knight* can carry loads up to 5000 pounds at a speed of 130 knots and it is not hindered by rough seas or darkness.

After the *Sea Knight* came into use, the replenishment capabilities of the striking force improved noticeably. Ships located 50 to 75 miles from the helicopter's mother ship could receive emergency supplies within minutes and support ships no longer had to come alongside to transfer their stores.

Although the *Sea Knight* used by the newer combat support and supply ships is probably not the ultimate, it has speeded task force supply in the Pacific and has proved itself to be a significant factor in the development of seagoing logistics.

—Ray Mahon,
Chief Journalist, USN.



NAVY'S PHOTO ALBUM

USS Black Hawk *might have been out of place on the rivers of South Vietnam, but she was a powerful force during another conflict fought on rivers by the U. S. Navy. The side-wheeler plied the Mississippi River during the Civil War serving as flagship for Rear Admirals D. D. Porter and S. P. Lee, successive commanders of the Mississippi Squadron.* Black Hawk *was built in 1848 at New Albany, Ind., and purchased by the Navy at Cairo, Ill., in 1862. The riverboat was 260 feet long with a depth of hold of eight feet. She was armed with four 32-pounders, two 30-pounders and two 12-pounders. During her river career, she participated in operations around Vicksburg, Miss., and eventually patrolled the river during the siege of Vicksburg in 1863.* Black Hawk *was instrumental in the capture of Fort Hindman, Ark., and the attack on Haines Bluff, Miss., also occurring in 1863. In 1864 she participated in the Red River Expedition and finished her career patrolling the Mississippi and its tributaries.* Black Hawk *accidentally burned and sank in 1865, but was later raised and sold at St. Louis in April 1867.*

Randolph's Last Voyage

The scene was all too familiar when USS *Randolph* (CVS 15) left Norfolk recently on her final voyage.

There was the aging carrier resting serenely at her familiar berth alongside Pier 12, sporting Iwo Jima and Okinawa battle stars. There were the whitehats standing at the rails, grinning and waving, just as their predecessors had done so many times before at so many other departures. There were the veteran chiefs reminiscing with their friends and families, and the junior officers telling salty sea stories to wide-eyed young ladies.

With a few alterations, the time could have been June 1944 when *Randolph* left Norfolk for the Pacific, heading for combat without a shakedown or fitting-out cruise. It could have been July 1953, when she was recommissioned and sent to the Sixth Fleet. Or it could have been September 1960, departing for antisubmarine warfare operations in the North Atlantic, the winner of a fourth consecutive Battle "E."

But it was October 1968, and *Randolph* was about to end her 24-

year career. She was on her way to Boston to be prepared for retirement. Her departure from Norfolk was to be the last time the veteran carrier would steam under her own power.

While tugs moved into position, a 100-member high school band played a lively farewell salute. *Randolph*-men quickly fell into position as the order to "man the rails" was passed. With her men at parade rest lining her starboard side, she slipped away from the pier and into the Elizabeth River.

—E. A. Hayman,
Journalist Seaman, USNR.

FOND FAREWELL—Crewmembers man the rail as *USS Randolph* (CVS 15) leaves Norfolk, home port for 24 years, and sails for Boston and inactivation.

How Do You Write This Up in the Log?

In Vietnam last September, a typhoon which swept a coastal region in the area of Hue dumped 14 inches of rain and caused water levels to rise as much as 11 feet above normal.

One casualty of the storm, a harbor utility craft (YFU), was torn from its mooring, carried over a causeway, and deposited in a rice paddy.

When the storm subsided, the YFU crew navigated the craft back to the causeway but could not get across because water on their side, the wrong side, had receded.

Two tugs and two LCMs were dispatched from a nearby Naval Support Activity but, of course, were unable to help because they were on the right side of the causeway.

Next, Seabees of MCB Eight were airlifted to the scene and set to work with a crane, clam bucket and bulldozers. The idea was to carve out a passage for the 120-foot-long, 38-foot-wide YFU.

After some hours of digging, the Seabees had opened a gap five feet deep and 40 feet wide. However, the water was receding faster than the Seabees could chop through the concrete and stone.

The YFU crew, figuring it was now-or-never, cranked up the engines, backed off, aimed for the hole and picked up speed. The craft nosed into the causeway, made it about one-third of the way through, and then . . . thump . . . got stuck.

Next, the YFU was lifted and pushed by a crane and tugs respectively, back into the water on the wrong side of the causeway. The Seabees went back to work and continued chopping and scooping through the night.

By daylight, it was clear that even the Seabees could not complete the rescue alone. The water already was near a non-navigable level.

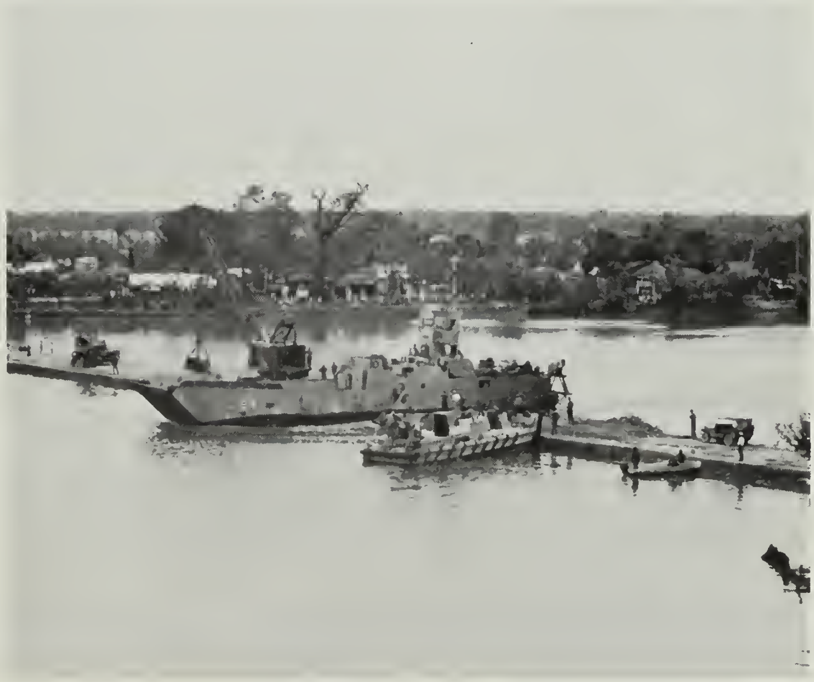
An Explosive Ordnance Disposal team was called in to assist. Charges were set and detonated, the Seabees scooped away the debris, and the YFU nosed in for another attempt.

Two-thirds of the way through . . . cheers all around . . . thump.

After additional planning and considerable strain, bulldozers, a crane, LCMs, tugs, and another YFU, pushed, pulled and lifted the stranded craft the rest of the way through the very sturdy causeway.

—Story and photos by
Rick D. Clark,
Lieutenant (jg), USN.

VIETNAM RESCUE—Harbor utility craft was rescued from a rice paddy by Seabees, tugs and LCMs after being swept over a causeway by a typhoon. A hole was blasted in causeway to free the utility craft.



NAVY FIREFIGHTER—Airman Colton O'Neill, Jr., flips the starting switch as he operates the foam turret on a firefighting vehicle. —Photo by John Breitling, JO3.

His Idea Pays Off

Every time a Navyman receives cash for a beneficial suggestion, his shipmates wonder why they didn't get there first. James Kinzel's co-workers at NAS Norfolk are probably no exceptions.

Aviation Machinist's Mate 1st Class James A. Kinzel, USN, recently received $705 for suggesting that a foam-type industrial de-greaser be used to clean aircraft surfaces rather than another compound used at Norfolk in an aircraft washing machine.

The foam unit, Petty Officer Kinzel suggested, was lighter to handle and the product made the crew's scrubbing job easier. He also showed that the cleaning equipment would cost less to purchase and maintain.

The Norfolk Naval Air Station's Operations Department estimated the change would save $17,000 the first year alone and would increase the safety factor, too.

A relatively simple suggestion? Of course it was. Almost anyone who maintains aircraft might think of it and perhaps did. But Petty Officer Kinzel got the money because he put his idea on paper and dropped it in the suggestion box.

Safety Award to VF 213

If you could fly an airplane constantly for two and one-half years and not have an accident, you'd come close to a record established by Fighter Squadron 213 based at NAS Miramar, Calif.

You also might receive a Chief of Naval Operations Aviation Safety Award. VF 213 has three of them.

Last year, for the third consecutive year, VF 213 was the most accident-free fighter squadron assigned to the Pacific Fleet. She received her latest CNO safety award after 5044 safe-flying hours during fiscal 1968.

Since 1964, VF 213 pilots have flown more than 22,000 hours without a major accident. This includes thousands of night carrier landings and three combat deployments.

Gunpowder Goes Cool

A new cool-burning gunpowder that can double the life of a rapid-fire gun has been developed by Navy ordnance experts.

The propellant, known as Naco (for Navy Cool), burns at temperatures 300 degrees cooler than standard gunpowder, and the reduced heat helps lessen gun barrel wear by better than 50 per cent.

Since barrel liners must be replaced periodically because of the erosion caused largely by heat, the development of Naco means that combatant ships are enabled to remain on the firing line for longer periods.

Another important characteristic of Naco is that the powder eliminates most of the muzzle blast and smoke usually associated with gunfire. This feature greatly diminishes the damaging effects of gunfire on delicate shipboard equipment, especially electronic components.

The virtual absence of flash and smoke means that ships can now use one propellant for round-the-clock operations. In the past, two kinds of gunpowder had to be used to prevent detection: a smokeless type for daytime missions, and a flashless type for nighttime use. Naco will serve both purposes.

At present, Naco propellant is in use by 5-inch/54-caliber shipboard guns. In progress is the development and production of Naco powder for the Navy's other weapons, including the 16-inchers of the battleship USS *New Jersey* (BB 62).

Naco was developed by the Naval Ordnance Station at Indian Head, Md., after years of extensive research and testing by its scientific team.

Puget Sound Crew Goes Ashore to Fight a Fire

The crew of the new destroyer tender USS *Puget Sound* (AD 38) had some of its shakedown training under fire. The citizens of Montego Bay, Jamaica, couldn't be happier.

Taking a break from shakedown training at Guantanamo Bay, Cuba, *Puget Sound* was in Jamaica when fire broke out in a large resort area building. Several shops and a restaurant were immediately engulfed in flame and within 30 minutes it became clear to local firemen that the blaze had gotten out of hand. The police chief called *Puget Sound* for help.

Volunteers from the ship — they had received fire rescue and assistance training only days before—sped to the fleet landing in boats and rushed downtown. Joining the local firemen, they brought the blaze under control within two and one-half hours.

A local newscaster observed that "The whole town might have burned had it not been for the *Puget Sound* firefighters."

Puget Sound returned to Gitmo to finish her shakedown, and then moved on to her new home port, Newport, R. I.

Fire Fighting Assistant
Fire Fighting Assistant

TraLant Lists Changes in

DAMAGE CONTROL, FIREFIGHTING COURSES

THE December issue of ALL HANDS Magazine carried a report on damage control and firefighting courses available throughout the Navy. Subsequent to preparation of the report's Atlantic Fleet section, ComTraLant Inst 1540.1R was published, listing new courses available at Atlantic Fleet shore-based training activities.

Here are the courses now being offered in damage control by the Commander, Training Command, Atlantic Fleet:

- **Damage Control, Division Petty Officer Indoctrination.** This one-day course is offered at four locations—J-780-4001 at the U. S. Fleet Training Center, Newport; J-780-4002 at the U. S. Fleet Training Center, Norfolk; J-780-4003 at the U. S. Fleet Training Center, Charleston and J-780-4004 at the U. S. Fleet Training Center, Mayport.

The purpose of the course is to train shipboard division damage control petty officers, duty division damage control petty officers or prospective division damage control petty officers in their duties, responsibilities and authority in maintaining watertight integrity.

Instruction is also given in performing required tests and inspection of damage control equipment and training division personnel in damage control procedures.

These courses are designed for enlisted men in pay grade E-4 and above who are assigned the duties of Division Damage Control Petty Officer, Duty Damage Control Petty Officer, Duty Division Damage Control Petty Officer or prospective Division Damage Control Petty Officers.

Lectures, films and classroom demonstrations are used to teach duties and responsibilities, required tests and inspections, preparation of damage control reports, maintenance of compartment checkoff lists, damage control markings and labeling and the proper posting of safety precautions and operating instructions, setting and maintaining specified material conditions of readiness and organizational relationship in the chain of command. Convening dates vary with location. Consult your personnel officer.

- **Damage Control Individual Repair Party Team Training.** This course is offered at four locations—J-780-4011 at the U. S. Fleet Training Center, Newport; J-780-4012 at the U. S. Fleet Training Center, Norfolk; J-780-4013 at the U. S. Fleet Training Center, Charleston; and J-780-4014 at the U. S. Fleet Training Center, Mayport. The course at all locations lasts one day.

The purpose of the course is to provide team training for personnel who are members of the same organized repair party and to provide that repair party with experience as a team.

Lectures, films and practical exercises are used to teach repair party organization, maintenance of watertight integrity, electrical casualty control, dewatering, investigation and reporting fires and hull damage.

About half of the training consists of practical exercises which emphasize team work and include rigging and unrigging casualty power cables, dewatering, investigation and reporting of fires and hull damage and the control of flooding by effecting temporary repairs to imposed hull damage in a water environment trainer.

Students are officers and enlisted personnel assigned to the same repair party team. The repair party officer or team leader shall attend. A minimum of 12 students and a maximum of 24 will be accepted. For smaller ships, two repair parties may fill this requirement.

- **Damage Control Indoctrination for Basic Sea School, Marines, J-780-4022.** This two-day course is given at the U. S. Fleet Training Center, Norfolk, and provides instruction to Sea School/Sea Pool Marine Detachment personnel in the necessity and importance of damage control aboard naval ships. It also instructs in damage control organization, nomenclature, communications, equipment and the basic procedures used in the prevention and repair of shipboard battle damage.

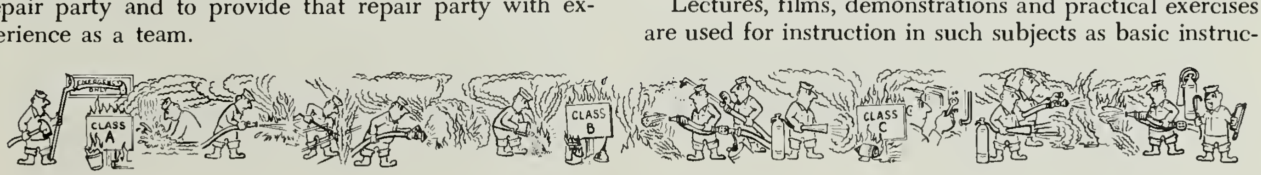
Lectures, films, demonstrations and practical exercises are used to teach the importance of damage control, shipboard nomenclature and numbering systems, sound-powered telephone procedures, compartment check-off lists, damage control markings, temporary repairs, watertight integrity, shipboard traffic regulations, conditions of readiness, standard damage control equipment and damage control organizations. Practical exercises are conducted in the proper procedures for handling sound-powered phones, sending and receiving telephone messages, and the makeup and stowage of sound-powered phones.

The course is open to officers and enlisted personnel of Sea School Marines.

- **Damage Control, Shipboard.** This one-week course is given at four locations:—J-780-4031 at the U. S. Fleet Training Center, Newport; J-780-4032 at the U. S. Fleet Training Center, Norfolk; J-780-4033 at the U. S. Fleet Training Center, Charleston; and J-7800-4034 at the U. S. Fleet Training Center at Mayport.

Inexperienced Navymen are instructed in damage control organization, nomenclature, communications, equipment and the minimization and correction of operational and battle damage to personnel and to units of the Fleet.

Lectures, films, demonstrations and practical exercises are used for instruction in such subjects as basic instruc-



tion in damage control organization, necessity for and importance of damage control, interior battle communications, procedures for the prevention, minimization and correction of damage to material and personnel, damage control markings and conditions, strip ship procedures, watertight integrity, basic firefighting techniques, basic NBC warfare defense, first/self aid and principal standard damage control equipment.

Practical exercises are conducted in the use of NDMK-V protective mask, sound-powered telephones and training in a water environment trainer. Instructor demonstrations include the operation of the flame safety lamp, explosive meter, OBA and the portable emergency fire pumps.

The course is open to all officers and enlisted men. The courses at Norfolk and Newport usually convene every Monday. Classes at Charleston also convene every Monday, while those at Mayport usually convene on the first, second and third Mondays of the month.

• **Plastic Patching Procedures.** This two-day course is offered at four locations—J-780-4041 at the U. S. Fleet Training Center, Newport; J-780-4042 at the U. S. Fleet Training Center, Norfolk; J-780-4043 at the U. S. Fleet Training Center, Charleston and J-780-4044 at the U. S. Fleet Training Center, Mayport.

The course trains Navymen to apply effectively plastic repair materials to ruptured or cracked metallic piping systems, decks, bulkheads and various shapes and surfaces.

Lectures, films and practical exercises are used to instruct in the procedures for computing the required amount of patching material to be used, procedure for surface preparation and patch application.

The information obtained in this class also applies to plastic boat repair; a total of three-fourths of the course is practical work. The instruction does not encompass repair or replacement of plastic pipe.

The course is open to enlisted men in pay grades E-4 through E-9. Officers may attend if they wish. Six students are required to convene a course.

Classes at Newport convene weekly except the last two weeks in December. Those at Norfolk usually convene every Monday while those at Charleston convene every Monday except the last two weeks in December. Mayport classes convene the fourth Monday of every month except December.

• **P-250 Pumps, Overhaul and Operation.** This three-day course is offered at three locations—J-780-4062 at the Fleet Training Center, Newport; J-780-4052 at the U. S. Fleet Training Center, Norfolk; J-780-4053 at the U. S. Fleet Training Center, Charleston; and J-780-4054 at the U. S. Fleet Training Center, Mayport.

The course teaches shipboard personnel to operate and maintain the P-250 portable emergency fire pump.

Subjects covered are routine maintenance and overhaul of the P-250 portable emergency fire pump. Lectures and demonstrations are used as well as practical applications by the student in minor repair, major overhaul and operation procedures.

The course is almost equally divided between classroom work and practical application.

• **P-500 Pumps, Overhaul and Operation.** This three-day course is offered at three locations—J-780-4062 at the U. S. Fleet Training Center, Norfolk; J-780-4063 at the U. S. Fleet Training Center, Charleston; and J-780-4064 at the U. S. Fleet Training Center, Mayport.

Students are taught the operation and maintenance of the P-500 portable emergency fire pump.

Instruction consists of routine maintenance and overhaul of the P-500 portable emergency fire pump through lectures and demonstration as well as through practical application by students in minor repairs, major overhaul and operation procedures. Class work and practical application are divided about equally.

Students must be enlisted men of the engineering department although officers may attend if they desire to do so. All classes convene upon request.

• **Fire Fighting, Basic.** This one-week course is offered at four locations—J-780-4101 at the U. S. Fleet Training Center, Newport; J-780-4102 at the U. S. Fleet Training Center, Norfolk; J-780-4103 at the U. S. Fleet Training Center at Charleston; and J-780-4104 at the Fleet Training Center, Mayport. Officers and enlisted men are all trained in the phases of basic shipboard firefighting techniques and the use, nomenclature and maintenance of shipboard firefighting equipment.

Subject matter includes chemistry and nature of fire, use and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fire involving explosives and nuclear weapons.

It also includes instruction on the use of the OBA, operation of portable pumps and the analysis of fire situations with emphasis on use of proper equipment.

Material is presented through lectures, films, demonstrations and practical evolutions by the student under controlled conditions on the field. Field evolutions include the use of water as an extinguishing agent for open tank, engine room, fire room, forecastle and hangar deck fires; the use of foam to extinguish hangar deck fires; the use of carbon dioxide as a smothering agent; the operation of portable pumps and the OBA; and special firefighting procedures when nuclear and conventional explosives are involved.

• **Fire Fighting on Board Submarines.** J-780-4113. — This one-day course is offered at the Fleet Training Center, Charleston. Submariners are trained in the proper technique of firefighting on board submarines. They also learn the nature of fire, the characteristics and use of carbon dioxide and dry chemical fire extinguishers, maintenance and wearing of OBA, OBA canister disposal and safety precautions of firefighting equipment.

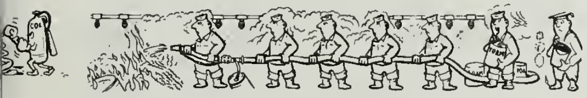
The one-day course in which firefighting conditions and procedures peculiar to submarines are taught is intensive. Various types of portable extinguishing equipment installed in submarines are demonstrated with practical application of the equipment in training structures by students in Class A, B and C type fires. Lectures, demonstrations and field evolutions are used.

Students must be submarine personnel. Classes convene every Friday although December may be an exception.

• Fire Fighting, Refresher. This two-day course is offered at four locations—J-780-4121 at the U. S. Fleet Training Center, Newport; the J-780-4122 at the U. S. Fleet Training Center, Norfolk; J-780-4123 at the U. S. Fleet Training Center, Charleston; J-780-4124 at the U. S. Fleet Training Center, Mayport.

This course is for officers and enlisted personnel who have had previous firefighting experience in all phases of basic shipboard firefighting techniques and in the use of shipboard firefighting equipment.

Refresher training is given in shipboard firefighting, providing the student with a general classroom review of shipboard firefighting and practical experience in fighting various types of shipboard fires. Classroom instruction includes use and maintenance of hoses and associated equipment; selection and use of proper extinguishing agents for special hazard fires and fires involving high explosives and nuclear weapons; operation and use of OBA; and operation of portable pumps.



Classes at Newwport convene every Monday except during the last two weeks of December. At Norfolk, classes convene every Tuesday and Thursday unless they conflict with Independence Day, Thanksgiving, Christmas or New Year's holidays.

Charleston classes convene the first and third Monday of each month as do Mayport classes.

• Fire Fighting, Shipboard Aircraft. This three-day course is given at two locations—J-780-4132 at the U. S. Fleet Training Center, Norfolk; and J-780-4134 at U. S. Fleet Training Center, Mayport.

The course trains shipboard personnel in the proper procedures for combating shipboard aircraft fires, rescuing a pilot from a burning aircraft, and operating and performing operational maintenance on a high capacity fog foam station.

Instruction in the chemistry and nature of fires is given. Hose handling procedures for extinguishing aircraft fires are studied and those involving nuclear weapons, pilot rescue, operation of small equipment used in fighting aircraft fires and operation and preventive maintenance of high capacity fog foam systems and hangar deck sprinkler systems.

The material is presented through a series of lectures, films, demonstrations and by practical work by students under controlled conditions on the field. About one-fourth of the course is concerned with classroom work while the remainder is spent in field evolutions.

The course is open to both officers and enlisted men. There must be a minimum of 35 students to convene the course. Otherwise personnel will be returned to their parent command.

Classes convene at Norfolk on 10 and 24 February; 10 and 24 March; 14 and 28 April; 12 and 26 May and 9 and 23 June. At Mayport, classes convene the second and fourth Wednesday of each month except December.

• Nuclear, Biological and Chemical Warfare Defense, Shipboard. This two-week course is given at four locations—J-780-4201 at the U. S. Fleet Training Center, Newport; J-780-4202 at the U. S. Fleet Training Center, Norfolk; J-780-4203 at the U. S. Fleet Training Center, Charleston; and J-780-4204 at the U. S. Fleet Training Center, Mayport.

The course trains officers and key petty officers in the practical aspects of NBC warfare defense in order that they may assist commands in organizing and training personnel in the field.

Lectures, films, demonstrations and practical exercises are used. Nuclear subject matter includes types of nuclear bursts and their effects; types of nuclear radiation and their detection and measurement; monitoring procedures; procedures for shipboard material and personnel decontamination; protective clothing and first/self aid. Biological and chemical subject matter includes types of agents and their effects, agent sampling, monitoring and decontamination equipment and procedures for shipboard personnel and material, protective clothing and first/self aid.

All officers and petty officers who are repair party or damage control central personnel are eligible.

Classes at Newport convene every second and fourth Monday of each month except the fourth Monday in December. Norfolk classes begin every Monday.

At Charleston, classes begin every first and third Monday. Mayport classes convene the first Monday of each month.

• Radiac Operation and Monitoring Team Training. This one-day course is offered at two locations—J-780-4212 at the U. S. Fleet Training Center, Norfolk; J-780-4213 at the U. S. Fleet Training Center, Charleston.

This course provides instruction to shipboard personnel in the proper care, operation and use of high and low range radiation intensity meters, dose rate devices and proper shipboard monitoring procedures.

Films, demonstrations and practical exercises are used. Subject matter includes background information on types of radiation, radiation measuring devices, proper care of instruments, and proper donning and undressing of protective clothing and masks. Practical exercises are conducted on the use and operation and radiac instrument and proper monitoring procedures.

All enlisted personnel are eligible.

Classes at Norfolk convene every Tuesday except holidays and the last two weeks in December. Charleston classes convene every Friday.

THE BULLETIN BOARD

RSFPP: How to Insure Family Security Before You Retire

As you approach retirement or transfer to the Fleet Reserve, you will be advised to take a close look at the benefits available to you under the Retired Serviceman's Family Protection Plan (RSFPP).

In essence, you may agree to draw a little less retired or retainer pay in order to provide a monthly income for your wife and children after your death.

First known as the Uniformed Services Contingency Option Act of 1953, RSFPP has been expanded over the years and today is one of the soundest such insurance plans ever devised.

Although RSFPP is intended primarily to supplement commercial or other government life insurance, it has enhanced the welfare of many Navy families. If you do not have other insurance, it's possible that any dependents you leave behind will have only their RSFPP survivor annuities to count on as regular income.

Changes to RSFPP signed into law last August expand many of the benefits and now give you more latitude in selecting options.

Enrollment

You may enroll in the plan any time before you complete 19 years of service. Or, you may sign up after 19 years of service provided you serve at least two years after enrollment. This satisfies a primary requirement for advance elections and helps to maintain cost rates which apply to all.

If you made an election, revocation or change before 13 Aug 1968, you may, before 1 Sep 1969, request that it become effective only if three full years elapse from the date you submitted it to the date you retire.

If you are unable to sign up before completing 19 years of service because you're stationed in an isolated area or for some other reason over which you have no control, you have a one-year grace period to complete the paperwork.

Or, if you are granted retroactive retired pay, you may make an election within 90 days after notification that the retroactive pay has been granted.

Most likely, your personnel office will notify you of your RSFPP options well before your 19th service anniversary, and will explain the deadline for filing your elections. You will be provided with a copy of NavPers Form 591 (or a new DOD form which is scheduled to replace the NavPers version). You either sign up for the plan, stating the options you desire, or hand the form back and say you do not wish to participate.

If you decide to enroll in the program, the form must be dated, signed, witnessed and delivered to your commanding officer (if you're on active duty) or postmarked (if you're inactive) not later than midnight on the day you complete 19 years of service.

If you later do not change or revoke your RSFPP elections, the plan automatically goes into effect when you retire.

Options

Under the RSFPP elections, you have the choice of one or a combination of three basic options, and you specify whether your eligible survivors will receive a percentage or dollar amount of your retired pay. The maximum you may specify is one-half of your retired pay. The minimum is one-eighth of your retired pay, or $25, whichever is greater.

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR

SKIPPER
U.S.NAVY
MMurray

"Land Ho!"

Until 13 Aug 1968, there was a fourth option which had to be included if you wanted your full retired pay to be restored if you no longer had eligible beneficiaries. Under the old law, you selected an annuity of one-half, one-quarter, or one-eighth of your reduced retired pay—your pay reduced by the cost of RSFPP participation. Now, when you retire after 13 Aug 1968, you have the protection of option four without specifically requesting it.

Before you decide on an option or combination of options, you should consider all pertinent details, such as cost, family needs while you are retired, and projected family needs in the event of your death.

- Option 1 provides an annuity to your widow as long as she lives or until she remarries.

- Option 2 provides payments in equal shares to or for your dependent children.

- Option 3 pays a monthly annuity to your widow until her remarriage or death. The payments then are divided equally among your eligible children. (Here you should note that you may allocate a part of the annuity to any of your children, even if they are not the children of your beneficiary wife. You may specify this allocation either before or after you become eligible for retired pay. However, if you take the action after you retire, your wife still must be eligible for an annuity. If she remarries or dies, the annuity then is divided equally among all your eligible children.)

As mentioned above, option 4 of RSFPP, which actually was a rider, not a survivor benefit option, has been phased out of the plan. It provided that no further deductions would be made from your retired pay when and if your family became ineligible for annuity payments under options 1, 2 and 3.

Under recent changes to the law, effective 13 Aug 1968, full retired pay is automatically restored to RSFPP members when they no longer have eligible beneficiaries. Those who retired before 13 Aug 1968 and did not select the old option 4 coverage have until 1 Sep 1969 to purchase it.

Multiple Options

The plan is flexible in that you may select multiple options. You may combine options 1 and 2, but the combined annuity may not exceed one-half of your reduced retired pay.

You may not combine option 1 with option 3, or option 2 with option 3. However, effective 13 Aug 1968, you may change option 3 coverage to option 1 if on the date you retire you have no children under 18 or otherwise eligible for annuities.

Further, effective 1 Nov 1968, if you elect option 3 and then your wife dies or you are divorced after retirement, you will have full coverage for eligible children with no further deductions from your retired pay.

Also effective 1 Nov 1968, if you have selected option 2 or option 3, your children between ages 18 and 23 will be eligible for annuities if in full time attendance at an educational institution. However, if you designate that children over age 18 not be eligible, deductions from your retired pay will stop if you have no other eligible children.

Changes, Revocations

Effective 1 Nov 1968, the most recent elections, changes or revocations you make before completing 19 years of service are effective when you retire. Changes or revocations you make after completing 19 years of service become effective on retirement only if two years or more have lapsed between the date you retire and the date you made the changes or revocation.

Under the old law, this waiting period was three years. The new law permits those who submitted elections, changes or revocations before 13 Aug 1968 to operate under the three-year rule instead of the two-year rule, provided they submit a request for this before 1 Sep 1969.

If You Have No Dependents Should You Enroll in RSFPP?

You should consider enrolling in the Retired Serviceman's Family Protection Plan even if you have no dependents.

Perhaps you will marry, or your dependency status might otherwise change, before you retire.

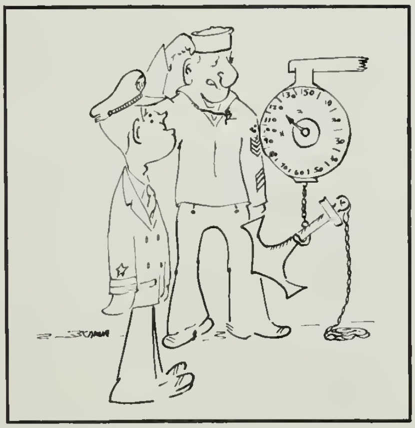
Remember that deductions from your pay for RSFPP coverage do not begin until you retire. If by then you have no dependents, your RSFPP elections are void and cost you nothing.

Also, you are advised to avoid withdrawing from the plan before retirement solely because your beneficiaries lose their eligibility. You do not participate in the plan if you have no eligible beneficiaries at the time you retire.

However, if you should acquire new beneficiaries before retiring, and had revoked your earlier RSFPP elections, your dependents might not receive RSFPP annuities.

Another provision of the 1968 amendments applies to you if you have major changes in dependency because of death, divorce, remarriage or acquisition of children during the two-year period before you retire. Here, you may change your RSFPP elections to reflect the needs of your altered family status, and the change becomes valid when you retire.

All-Navy Cartoon Contest
James R. Bronum, CTC, USN



"Well you see, Mr. Trombley, when you weigh anchor, you don't really . . . er that is . . ."

If your election is found to be void for any reason except fraud or willful intent, you have 90 days to make a corrected election. The Secretary of the Navy has the authority to make changes he considers necessary to correct administrative errors.

Under the old law, withdrawal from RSFPP after retirement could be approved only if you experienced a severe financial hardship either caused or magnified by your participation in the plan. However, now you may request a reduction in your RSFPP coverage, or even complete withdrawal from the plan. Your reduction in coverage or withdrawal from the plan would become effective on the first day of the seventh month following the month of your request. However, no portion of what you paid in to RSFPP will be refunded. Such requests should be sent directly to the Navy Finance Center, Cleveland, Ohio 44199.

Cost

By law, RSFPP must be self-supporting on an "actuarial equivalent" basis. This means that the amounts contributed toward the plan by its participants must be sufficient to defray annuity payments.

However, all the administrative and overhead costs are paid by the government, which means that all member contributions are returned to service families in the form of annuities.

A board of actuaries monitors the plan and increases or decreases cost rates as necessary to maintain a sound financial footing.

What it actually costs you as a participant depends on your age at retirement, the amount of your retired pay, the options you select, the annuity you select, and the ages of your beneficiaries. Once the deductions are established for you, the cost of RSFPP does not change.

You should note that retired pay deductions are based on rates in effect at the time you retire. These may not be the same as the rates in effect when you sign up for the plan. For example, a Navyman who signed up in 1963 and then retired in

1966 had a reduction in retired pay based on the slightly-lower 1966 rates.

However, both the monthly reduction and the amount of the annuity remain the same as they are on the first day you receive retired pay. This holds true even if your retired pay later is increased.

Of course, you do not pay into the plan until retirement, and your contribution is automatically withheld from your retired pay.

The RSFPP reductions are not subject to Federal income tax; you are taxed only on the retired pay you actually receive. (However, some states do not follow a 1966 federal ruling in this regard. Therefore, at tax time, you should check with your state or local authorities on whether your total retired pay, including your contributions to RSFPP, should be reported.)

Some participants make deposits instead of receiving reduced retired pay. This would be the case if you waive retired pay in order to draw disability compensation from the Veterans Administration, or if you are recalled and draw active duty pay instead of retired pay.

All-Navy Cartoon Contest
Steven C. Davenport, SN, USN

"I couldn't find any paint remover so I got this coffee from the mess decks."

The Finance Center determines the amount of the reduction in your retired pay, based upon tables which scale the dollar costs for appropriate amounts under the options and ages concerned. Cost tables are contained in NavPers 15945 series. You should check with your insurance officer for the specific dollar costs that would apply to your situation.

Annuities

When the Finance Center receives official notification of your death after retirement, it will forward to your survivors the forms and information they'll need to apply for RSFPP annuity payments.

Survivor annuities are subject to income tax. However, if you retire because of service-connected disability and die before reaching normal retirement age, your survivors may exclude up to $5000 in annuities when figuring gross income for federal tax purposes. (The Internal Revenue Service has established "normal retirement age" as the age at which you would have had the right to retire had you continued on active duty.)

It's possible for your survivors to receive RSFPP annuities along with Dependency and Indemnity Compensation paid by the Veterans Administration. Entitlement to both depends on type and date of retirement, cause of disability, if any, and other considerations peculiar to a given situation. Your insurance officer has the details.

If you're a Reservist, effective 13 Aug 1968, the date of your eligibility

These Definitions Will Help To Explain RSFPP

Here are some definitions relevant to the Retired Serviceman's Family Protection Plan:

RSFPP—Retired Serviceman's Family Protection Plan. Formerly known as the Uniformed Services Contingency Option Act.

Widow—Can mean widow or widower, depending, of course, on whether you are a Navy man or woman. Used here, widow means your lawful spouse on the date you retire with pay.

Children—For RSFPP eligibility, the word children (or child) means your children who meet the following requirements on the date of your retirement with pay: Legitimate children under 18 years of age and unmarried; stepchildren under 18 years of age who are unmarried and dependent on you for more than one-half their support (stepchild relationship terminates upon the stepparent's divorce from the parent spouse, but not upon death of the stepparent); legally adopted children under age 18 and unmarried; and unmarried children over 18 who are incapable of self-support because of physical or mental illness that had existed before the age of 18.

Children in School—Children between ages 18 and 23 who are attending a full-time course of education may be considered as eligible beneficiaries of those who retire after 1 Nov 1968 with options 2 or 3 in effect.

Years of Service—The number of years creditable when computing your basic pay.

Retired Pay—This includes retired, retirement, equivalent and retainer (Fleet Reserve) pay.

Retirement—Your retirement with eligibility to receive retired pay.

Reduced Retired Pay—The retired pay remaining after the cost of participating in the plan has been subtracted.

Change of Election—A change in the percentage of the reduced amount of your retired pay under any option, or a change in any of the options selected. Notification of a substitution, deletion or addition of dependents within an option is not a "change," as the election remains in effect for the same class of dependents selected.

Revocation—Cancellation of a previous election. Unless another election becomes valid, or sufficient time does not elapse between date of revocation and date of retirement, a revocation constitutes termination of RSFPP participation.

NavPers Form 591—"Election of Options Under the Retired Serviceman's Family Protection Plan." Official BuPers form on which all elections under RSFPP should be submitted—for a while, anyway. A new DOD form will reflect latest changes to the plan and should be used when it becomes available.

to Reserve retired pay is your 60th birthday instead of the first day of the month following your 60th birthday. This means that you begin to draw Reserve retired pay on the same date you become eligible for RSFPP, provided, of course, all other requirements have been met.

Full details on the Retired Serviceman's Family Protection Plan are contained in BuPers Inst. 1750.1 series and NavPers 15926 and 15945 series. Latest changes to the program are contained in AlNav 51, dated 1 Oct 1968.

Remember to check into the program before you complete 19 years of service, and if you have any questions, see your insurance officer.

Amendment to Naturalization Laws Affects Foreign Nationals in Armed Forces

Foreign nationals who have served in the armed forces of the United States after February 28, 1961, and who wish to become citizens of the United States will benefit from a recent amendment to the Immigration and Nationality Act.

Under this amendment naturalization will be expedited for foreign nationals who have served satisfactorily during any period designated by Executive Order of the President as a period of armed conflict with a hostile foreign force. The date February 28, 1961 is established as the initial date of hostilities in Vietnam for the purposes of the amendment with the terminal date in the future to be designated by Executive Order.

The amendment waives requirements of the Immigration and Nationality Act concerning age, residence, physical presence in the United States, court jurisdiction, the 30-day waiting period after petitioning, and the payment of a naturalization fee.

The requirement that an alien serviceman be admitted to the United States for permanent residence is also waived, provided he has enlisted, reenlisted or was inducted into the United States Armed Forces in any of the United States, the Canal Zone, American Samoa or on Swains Island.

Foreign nationals serving in the United States Armed Forces who desire United States citizenship should consult a local office of the Immigration and Naturalization Service or their legal assistance officer for information and aid.

Look Before You Move to Tight New London Housing

Do not ship your household effects to New London, Conn., unless you are sure you have a place to stow them.

This is the word from the Naval Supply Systems Command for Navymen and families headed for duty in this housing-shy area.

Adequate quarters are literally few and far between, with most housing available on a "for sale only" basis.

One out of four Navy families in the area is forced by circumstances to occupy quarters which are substandard, cost too much, or are farther than ideal from the Navyman's base.

This situation has meant serious problems for newcomers with no place to put their household goods. Many are forced to rent temporary quarters — which already may be furnished — and then later must pay for a household goods move when suitable quarters are found.

Unfortunately, regulations do not permit you to have your goods placed in storage at government expense for more than six months at your new duty station. Further, the government usually will not pay for the reshipment of your goods to an area other than that of your new station, once the goods have been shipped to your new duty station.

Thus, you are advised to find satisfactory housing before you have your goods shipped to New London. As usual, only E-4s (over four years of service) and above may have household effects shipped at government expense.

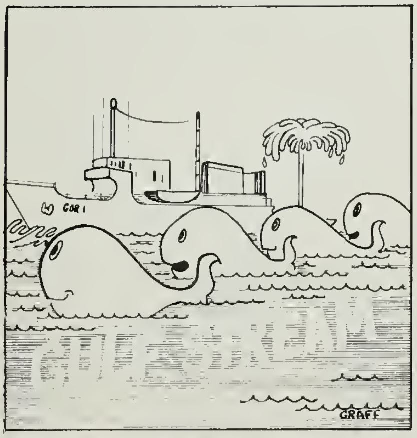
Your nearest shipping activity can give you information on placing your goods in storage at your old command, if necessary, until you find a place for them.

WHAT'S IN A NAME

The Gulf Stream

The Gulf Stream, which is one of the best known ocean currents in the world, is also a stream of a different color. Its surface is bluer than the surrounding water and yellow Sargassum weed floats leisurely northward on its surface.

Benjamin Franklin was one of the first to mention the stream in scientific writings, observing that "Whales are found generally near the edges of the Gulph Stream." Since Franklin's time, the current has interested navigators and oceanographers.



The Gulf Stream, which was once important to ships sailing eastward across the Atlantic, is caused by unequal water densities and the friction of the northeast trade winds and prevailing westerlies.

The current's direction also seems affected by the earth's rotation, which deflects the moving mass of water to the right in the northern hemisphere.

The stream's name indicates the current is composed principally of water from the Gulf of Mexico, but it is not. The current is made up of contributions from the South Atlantic brought in by the northern Equatorial Current and from the Sargasso Sea and Yucatan Channel.

Although the mighty oceanic river is of decreased importance to propeller-driven ships, it is still of definite interest to the Navy as a weather maker as it flows in a general direction from Florida to the Grand Banks of Newfoundland.

For this reason, and others, which include the Gulf Stream's food potential, the current will remain a subject of great importance to Navymen and landlubbers alike and will continue to be a source of study to the Navy's oceanographers.

Shore Duty Orders Upcoming Via Seavey A-69

If you're a chief or first class petty officer in one of 17 general ratings and can qualify for duty as recruiter-canvasser or recruit company commander, it's possible for you to be transferred ashore as much as one year ahead of the time you normally would move under Seavey.

This special procedure, announced in a BuPers Notice on sea-to-shore transfers under Seavey segment A-69 is designed to help fill some of the recruiter and recruit company commander billets which have been unmanned because not enough men volunteer for the duty under regular Seavey procedures.

Otherwise, the Seavey picture has changed very little, although shipboard tours for men in some ratings continue to be lengthened because of an increase in sea billets.

Cutoff dates for eligible ratings in Seavey segment A-69 were reported in BuPers Notice 1306 of 22 Nov 1968. BuPers Notice dated 5 Sep 1968 displays the format speedletters should take in case of late Seavey submissions.

Following the usual procedures, transfers under the new segment will occur during June through September of this year for those who have been on sea duty since the cutoff date set for their rates and ratings.

Here are the highlights of BuPers Notice 1306 (22 Nov 1968), the current Seavey transfer directive:

Recruiters/Company Commanders

If your sea duty commenced up to one year after the cutoff date for your rate and rating, you may request transfer ashore to a recruiter-canvasser or recruit company commander billet if you have one of these rates and ratings: BMC, BM1; QMC, QM1; SMC, SM1; GMGC, GMG1; MMC, MM1; ENC, EN1; BTC, BT1; EMC, EM1; SFC, SF1; ABEC, ABE1; ABFC, ABF1; ABHC, ABH1.

You may request the recruiter-canvasser duty, but not a recruit company commander billet, if you have one of the following: CSC, CS1; AMSC, AMS1; AMEC, AME1; AKC, AK1.

Conversely, you may request duty as a recruiter company commander, but not as a recruiter-canvasser, if you are an ICC or IC1.

You must be qualified for the duty and recommended by your commanding officer. (Chapters 4 and 5 of the *Transfer Manual* list qualifications.) Also, you must have served at least two years of continuous sea duty as of 30 Sep 1969.

Assuming you are not eligible for a normal Seavey transfer, your Enlisted Transfer and Special Duty Request (NavPers 1306-7) should be sent to BuPers (Attn: Pers B-2121) via your CO and the appropriate Enlisted Personnel Distribution Office. If you are selected, you will receive orders for transfer sometime during the period June through September 1969.

Of course, if you can make a regular Seavey cutoff date, you are encouraged to request recruiter or recruit company commander duty when you fill out your rotation data card if eligible in accordance with chapters 4 and 5 of the *Transfer Manual.*

Seavey A-69 Eligibility

In addition to having a sea duty commencement date which is in or before the month and year specified for your rate and rating, you must meet certain other requirements before you will be transferred under the A-69 segment.

You must have been "on board for sea duty" on 1 Nov 1968, the effective date of the Seavey. "Sea duty" is duty types 2 (arduous sea duty), 3 (overseas shore duty) and 4 (toured sea duty). If you are on toured sea duty, your tour completion date must be in one of the A-69 transfer months (June through September 1969).

Also, you must be obligated to serve on active duty until May 1971 or later. (Of course, if you do not have the obligation, you may extend your enlistment. However, agreements to extend for Seavey A-69 should have been entered into the personnel accounting system by 20 Dec 1968.)

Data Cards

By the time you read this, rotation data cards for Seavey A-69 will have been worked up by your command and returned to the personnel accounting machine installations. If you made the Seavey, the PAMI will have forwarded your name and duty preferences to BuPers on 18 Jan 1969. Your orders will be issued February to May 1969 for transfer June to September 1969.

Once you have orders to shore duty, you needn't worry about them being cancelled except in the "most unusual circumstances." For example, if your unit is deployed or scheduled to deploy, your CO can delay your transfer if a relief has not been ordered for you and your transfer would affect the accomplishment of mission.

Following are the A-69 sea duty commencement cutoff dates. Note that if you are advanced in rate after the effective date of the Seavey (1 Nov 1968), your cutoff date is the one for the rate you held on 1 Nov 1968. However, if you are reduced in rate after 1 Nov 1968, your SDCD cutoff date is based on your reduced rate. Also, if you are converting to another rating and have a primary job code ending in "99," your cutoff date is based on your new rating.

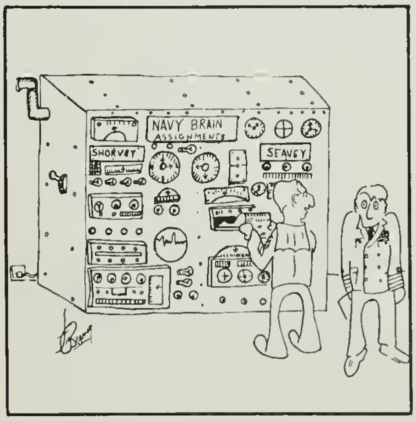
RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
BMC	Nov 64	SMC	Jan 66	STC	Mar 65	TM2	Dec 63	GMT1	Feb 67	5332	Aug 64
BM1	Dec 6	SM1	Aug 60	ST1	Jun 64	TM3	Nov 65	GMT2	Feb 67		
BM2	Mar 62	SM2	Aug 61	STG2	Jul 65	TMSN	Nov 65	GMT3	Feb 67	FTGC	May 65
BM3	Mar 64	SM3	Jul 61	STG3	Dec 64			GMTSN	Feb 67	FTG1	Sep 64
BMSN	Mar 64	SMSN	Jul 61	STGSN	Dec 64	GMMTC	Feb 66			FTG2	Sep 64
				STS2	Jul 65	GMM1	Feb 65	GMGC	Aug 64	FTG3	Mar 64
QMC	Oct 62	RDC	Apr 64	STS3	Dec 64	GMM2	Feb 65	GMG1	Jan 63	FTGSN	Mar 64
QM1	Jan 62	RD1	Oct 62	STSSN	Dec 64	GMM3	Feb 65	GMG2	Mar 62		
QM2	May 64	RD2	Oct 62			GMMSN	Feb 65	GMG3	Mar 62	FTMC	Dec 66
QM3	Feb 65	RD3	Nov 64	TMC	Jul 66			GMGSN	Mar 62	FTM1	Dec 64
QMSN	Feb 65	RDSN	Nov 64	TM1	Oct 64	GMTC	Feb 67	NEC		FTM2	Jan 64

RATE	DATE
FTM3	Jan 64
FTMSN	Jan 64
FTBC	Oct 65
FTB1	Oct 65
FTB2	Oct 64
FTB3	Oct 64
FTBSN	Oct 64
MTC	Jul 65
MT1	Jul 65
MT2	Jul 65
MT3	Oct 63
MTSN	Sep 64
MNC	Nov 66
MN1	Nov 66
MN2	Nov 66
MN3	Nov 66
MNSN	Nov 66
ETC	Jun 67
ET1	Oct 66
ETN2	Jun 66
ETN3	Oct 66
ETNSN	Oct 66
ETR2	Jun 66
ETR3	Jul 66
ETRSN	Jul 66
DSC	Nov 66
DS1	Nov 66
DS2	Jun 66
DS3	Jun 66
DSSN	Jun 66
IMC	Jun 65
IM1	Jun 64
IM2	Jun 64
IM3	Nov 62
IMSN	Nov 62
OMC	Jul 64
OM1	Nov 64
OM2	Jun 65
OM3	Jul 64
OMSN	Jul 64
RMC	Nov 65
RM1	Nov 65
RM2	Nov 65
RM3	Nov 65
RMSN	Nov 65
YNC	Jun 67
YN1	Jun 67
YN2	Jun 67
YN3	Jun 67
YNSN	Jun 67
CYN3	Nov 65
CYNSN	Nov 65
PNC	Jun 67
PN1	Feb 67
PN2	Jun 67
PN3	Jun 67
PNSN	Jun 67

RATE	DATE
SKC	Sep 64
SK1	Jan 64
SK2	Nov 65
SK3	Jul 66
SKSN	Jul 66
DKC	Feb 67
DK1	Jan 64
DK2	Oct 66
DK3	Jun 67
DKSN	Jun 67
CSC	Jan 64
CS1	Jan 64
CS2	Aug 65
CS3	Feb 67
CSSN	Feb 67
SHC	Feb 67
SH1	Sep 62
SH2	Jul 62
SH3	May 62
SHSN	May 62
JOC	Jun 67
JO1	Jun 67
JO2	Jun 67
JO3	Jun 67
JOSN	Jun 67
PCC	May 66
PC1	May 65
PC2	May 65
PC3	May 65
PCSN	May 65
LIC	Feb 67
LI1	Dec 65
LI2	Dec 66
LI3	Jun 67
LISN	Jun 67
DMC	Jun 68
DM1	Jun 68
DM2	Jun 68
DM3	Jun 68
DMSN	Jun 68
MMC	Dec 62
MM1	Jul 61
MM2	Nov 64
MM3	Dec 61
MMFN	Dec 61
ENC	Aug 63
EN1	Nov 61
EN2	Mar 65
EN3	Jan 66
ENFN	Jan 66
MRC	Jan 65
MR1	Jan 65
MR2	Jan 65
MR3	Nov 65
MRFN	Nov 65
BTC	Jun 63

RATE	DATE
BT1	Nov 61
BT2	Dec 63
BT3	Jan 61
BTFN	Jan 61
BRC	Sep 65
BR1	Aug 63
EMC	Mar 62
EM1	Jan 61
EM2	Nov 64
EM3	Jul 64
EMFN	Jul 64
ICC	Oct 66
IC1	Sep 61
IC2	Apr 64
IC3	Oct 64
ICFN	Oct 64
SFC	Jun 62
SF1	Feb 62
SFM2	Dec 64
SFM3	Oct 65
SFMFN	Oct 65
SFP2	Dec 64
SFP3	Oct 65
SFPFN	Oct 65
DCC	Jun 66
DC1	Jan 63
DC2	Jan 65
DC3	Sep 65
DCFN	Sep 65
PMC	Jan 64
PM1	Jan 63
PM2	Jan 63
PM3	Jan 63
PMFN	Jan 63
MLC	Apr 64
ML1	Feb 63

All-Navy Cartoon Contest
James R. Branum, CTC, USN



"Would you believe Adak?"

RATE	DATE
ML2	Feb 63
ML3	Jun 63
MLFN	Jun 63
EAC	Sep 66
EA1	Sep 66
EA2	Sep 66
EA3	Sep 66
EACN	Sep 66
CEC	Jan 66
CE1	Jan 66
CE2	Jan 66
CE3	Jan 66
CECN	Jan 66
EOC	Nov 65
EO1	Nov 65
EO2	Nov 65
EO3	Nov 65
EOCN	Nov 65
CMC	Sep 65
CM1	Sep 65
CM2	Sep 65
CM3	Sep 65
CMCN	Sep 65
BUC	Oct 65
BU1	Oct 65
BU2	Oct 65
BU3	Oct 65
BUCN	Oct 65
SWC	Jan 65
SW1	Jan 65
SW2	Jan 65
SW3	Jan 65
SWCN	Jan 65
UTC	Apr 65
UT1	Apr 65
UT2	Apr 65

RATE	DATE
UT3	Apr 65
UTCN	Apr 65
ADRC	Jun 67
ADR1	Jun 67
ADR2	Jun 67
ADR3	Jun 67
ADRAN	Jun 67
ADJC	May 65
ADJ1	May 65
ADJ2	Oct 65
ADJ3	Dec 65
ADJAN	Dec 65
ATC	Nov 66
AT1	Nov 66
ATR2	Apr 66
ATR3	Apr 66
ATRAN	Apr 66
ATN2	May 66
ATN3	Apr 66
ATNAN	Apr 66
AXC	Aug 65
AX1	Jun 65
AX2	Jan 65
AX3	Jan 65
AXAN	Jan 65
AOC	Mar 66
AO1	May 66
AO2	Mar 66
AO3	Mar 66
AOAN	Mar 66
AQC	Jul 66
AQ1	Aug 65
AQB2	Jul 66
AQB3	Oct 65
AQBAN	Oct 65
AQF2	Nov 66
AQF3	Jan 66
AQFAN	Jan 66
ABEC	Jan 66
ABE1	Aug 65
ABE2	Jun 65
ABE3	Dec 65
ABEAN	Dec 65
ABFC	Oct 66
ABF1	Oct 66
ABF2	Apr 66
ABF3	Apr 66
ABFAN	Apr 66
ABHC	Jun 67
ABH1	Dec 65
ABH2	Apr 66
ABH3	Dec 65
ABHAN	Dec 65
AEC	Dec 66
AE1	Sep 66
AE2	Sep 66
AE3	Sep 66

RATE	DATE
AEAN	Sep 66
AMSC	Aug 65
AMS1	Aug 65
AMS2	Aug 65
AMS3	Apr 66
AMSAN	Apr 66
AMHC	Jun 67
AMH1	Jan 67
AMH2	Jan 67
AMH3	Jan 67
AMHAN	Jan 67
AMEC	Apr 66
AME1	Oct 66
AME2	Sep 66
AME3	Feb 66
AMEAN	Feb 66
PRC	Jun 66
PR1	Jan 67
PR2	Jan 67
PR3	Jun 66
PRAN	Jun 66
AKC	Oct 66
AK1	Oct 66
AK2	Jun 67
AK3	Jun 67
AKAN	Jun 67
AZC	Jan 66
AZ1	Jan 66
AZ2	Jan 67
AZ3	Jan 66
AZAN	Jan 66
ASC	Dec 66
AS1	Dec 66
ASE2	Dec 66
ASE3	Dec 66
ASEAN	Dec 66
ASH2	Dec 66
ASH3	Dec 66
ASHAN	Dec 66
ASM2	Dec 66
ASM3	Dec 66
ASMAN	Dec 66
HMC	Oct 66
HM1	Oct 66
HM2	Oct 66
HM3	Jun 67
HN	Jun 67
DTC	Jun 67
DT1	Mar 67
DT2	Jun 67
DT3	Jun 67
DN	Jun 67
SDC	Mar 66
SD1	Jan 64
SD2	Oct 63
SD3	Aug 64
TN	Aug 64

What's the Score? Nineteen Ratings Are Now in Program

A REVISED DIRECTIVE on the Selective Conversion and Reenlistment Program (SCORE) shows that seven general and service ratings have been added to the list of those considered critical for reenlistment.

This means there now are 19 SCORE ratings to which qualified Navymen in overmanned ratings are encouraged to convert.

Another change included in the latest BuPers Inst. 1440.27 series makes the "R" in SCORE stand for "Reenlistment" instead of "Retention." The reason for this is to emphasize the personal nature of a career choice. As explained by program coordinators in BuPers, the word "retention" is essentially a management term that fails to convey to the individual the fact that his decision to reenlist is a personal one based on a desire for continuance of a navy career.

In general, SCORE offers you help and encouragement to convert to one of the 19 "to which" critical ratings —and makes it mighty attractive to do so—provided you are in one of the 16 overmanned "from which" ratings (see page 53).

There is no arm twisting. In fact, you must be a "high caliber" striker or junior petty officer who can meet strict requirements and be positively recommended for conversion and additional service by your CO.

If you make it into the program you obligate yourself for six years of service. In return, you receive benefits which may include:

- Reenlistment bonus.
- Proficiency pay (upon conversion; see below).
- Variable reenlistment bonus. (At present, proficiency pay and variable reenlistment bonus apply to a number of the SCORE "to which" ratings. There is no assurance from year to year that any given rating, SCORE or otherwise, will continue on pro pay or VRB listings.)
- Guaranteed assignment to class "A" school.
- Immediate change of rating or rating designator after completion of "A" school.
- Automatic advancement to pay grade E-4 or E-5.
- Guaranteed assignment to an appropriate "B", "C" or equivalent "B" (EB) school after on-the-job training in your new rating.

Here's a roundup of the latest SCORE directive, BuPers Inst. 1440.27C:

Eligibility

Before you can cash in on SCORE, you must be a designated striker in pay grade E-3, or a petty officer second or third class. You must be in one of the less critical "from which" ratings or with additional qualifications one of the "neutral" ratings (see page 53).

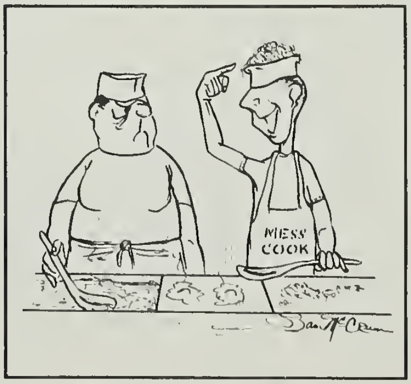
Also, you must have what the Navy considers potential for conversion. In the words of the BuPers instruction, you should be "carefully screened to determine that the training and expense involved would not be wasted," and that you have the aptitude and motivation to complete successfully conversion to the desired rating.

If you already have benefited from the STAR program you may not participate in SCORE. You may be either Regular Navy or a Reservist, but you must have at least 21 months of active service and less than 10 years' total service at the time you apply.

Also, you must:

- Be recommended by your commanding officer.
- Obligate yourself for at least six years of service by extending, reenlisting or (in the case of a Reservist) enlisting under an active duty contract.
- Have the approval of the Chief of Naval Personnel.

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN



"Look, Chief! Scrambled eggs."

- Have had no conviction by courts-martial, or not more than two cases of nonjudicial punishment, during the 18-month period before you apply.
- Meet the obligated service requirements for entrance into any school you are guaranteed under SCORE (these requirements are listed in chapter 12 of the *Transfer Manual*).
- Meet the minimum test score levels for entrance into class "A" school. (If you're an "exceptional case," you can be granted a waiver of up to 10 points on a combined test score requirement, or a five-point waiver on a separate test score requirement. If you need a greater waiver, you should retake the basic test battery.)

SCORE Requests

Your request, following the format prescribed in the BuPers directive, must be submitted to the Chief of Naval Personnel (Pers-B2211) with a special report of enlisted performance evaluation.

You must specify an alternate rating conversion choice in your SCORE request. Of course, every effort will be made to approve your conversion to the "to which" rating you say is your first choice, but you must keep in mind that there are occasions when alternate ratings are considered.

If you're a Reservist on a two-year active duty tour, you should begin the SCORE processing at least 90 days before your active duty is to expire.

After your request is approved by the Chief of Naval Personnel, you most likely would be discharged "for the convenience of the government" and then immediately reenlisted for six years. In some instances you might be permitted to extend your present enlistment to avoid recoupment of a previous reenlistment bonus, or as an "administrative expedient," provided you get the six-year obligation. (Later, if you complete the conversion process before your extension goes into effect and you otherwise are eligible for a first reenlistment bonus, you might reenlist in your new rating and also receive a variable reenlistment bonus. VRBs are based on the rating you hold at the time of reenlistment.)

If your "to which" rating requires a security clearance you do not already have, a request for the clearance must start moving as soon as your SCORE request is approved.

Next, you are identified with an NEC code ending in "99," which means "conversion trainee." For example, if you are converting to Radarman, you might be identified with the primary NEC code RD-0399.

It probably will be a while before you receive orders to school, so it is recommended that your CO place you in an on-the-job routine appropriate to your new rating.

Automatic Advancement

If you're an identified striker who obligates for SCORE, you are automatically advanced to PO3 under terms described in BuPers Inst. 1430.14 series. If you make PO3 on your own under normal Navywide exam procedures, you are automatically advanced to PO2 upon graduation from "B" or "EB" school. However, in no instance will SCORE give you automatic advancements to both PO3 and PO2.

Your CO sets the date your advancement goes into effect, and you must pass the military-leadership exams under normal procedures.

School Assignment

You submit your request for class "A" or "P" school when you reenlist, and can expect to receive orders within 12 months. Note that two publications list class "A" schools to which SCORE students are assigned; the *Formal Schools Catalog*, NavPers 91769 series, and *Navy Formal Schools Catalog*, Naval Air Training Command. Your Career Counselor or Educational Services Officer should have copies for your reference.

Where you go after "A" school depends on your individual circumstances. Generally, however, you would serve from one to two years of on-the-job training in your "to which" rating. If your performance is satisfactory, you then request class "B," "C" or "EB" school, and can expect a school assignment within 12 months. Your request must be submitted four months before the class convening date.

If there is no "B" or "EB" school available for your "to which" rating, you may be guaranteed an appropriate "C" school, if available. However, you may not receive an automatic advancement to PO2 after "C" school.

Change in Rating

You receive your new "to which" rating as soon as you complete "A" school. However, if at that point you are a PO2 and have been authorized for advancement to PO1, you do one of two things. You may either:

- Change your rating at the second class level and waive advancement to PO1, or
- Be identified for further on-the-job training, be advanced to PO1 on the date authorized, and later take an exam for lateral change of rating when qualified and recommended.

Also, if you already are a PO1, your rating would not be changed immediately following "A" school. You would be assigned a rating identification symbol for further on-the-job training, and later when you are qualified, you request an exam for lateral change of rating and assignment to your guaranteed "B," "C" or "EB" school.

Here are some additional points:

- If you do not receive all the school benefits guaranteed under SCORE, you are not assigned to duty with a tour completion date unless specifically approved by BuPers.
- You ordinarily will not be assigned to independent-type duty after completing SCORE conversion.
- If, while attending a SCORE incentive school, you become ineligible because of academic failure or misconduct, you are dropped from the program and must fulfill your obligated service unless you are to be discharged for administrative or disciplinary reasons.

Full details on SCORE, including the format to use in requesting school assignments and the courses and NECs offered under the program, are contained in BuPers Inst. 1440.27C.

"From Which"

If you are in one of these overmanned ratings . . . MN, PN, PC, SH, DM, YN, JO, LI, ML, ADR, AK, PR, TD, CYN, ASM, SD,

"To Which"

These are the undermanned ratings to which you may convert under SCORE . . . RD, RM, ST, FT, DS, ET, BT, EM, IC, AE, AT, AQ, ADJ, AO, ASE, ASH, CT, AW, MM, SF.

"Neutral"

If you are in one of the "neutral" ratings listed below you may, with certain limitations, be eligible for SCORE. Specifically, if your neutral rating is not eligible for a variable reenlistment bonus, you may convert to a "to which" rating three months before your enlistment expires, provided, of course, you are eligible for reenlistment.

If your neutral rating is eligible for a variable reenlistment bonus, you may convert to a "to which" rating assigned a higher VRB multiple at the time you reenlist.

Here are the neutral ratings: BM, QM, SM, GM, GMT, MT, TM, OM, CS, AX, DP, SK, MU, DC, EN, MR, PM, IM, DK, BU, CE, CM, EA, EO, SW, UT, AG, AC, AB, AZ, AM, PH, PT, HM, DT.

Center Worth Waiting For

Almost anything would have improved upon the quonset hut library and the outdoor theater at the Naval Communication Station at San Miguel, R. P.

Even so, everyone agreed that the new community center was worth waiting for. Not only does it include a 385-seat, air-conditioned auditorium and library, it also has music rooms, a snack bar and a lobby area.

The center's two library wings, which flank a covered patio and rock garden entrance, house reading and browsing rooms and a combination technical library-multipurpose room.

The auditorium has a second-story projection room, offices and outside space for machinery. There is a stage complete with lighting facilities for live theater productions. There are also dressing rooms and a workshop.

The building itself has some unusual architectural features. The walls are constructed of sculptured, eight-ton panels having the pebbly finish of exposed aggregate. Prestressed concrete beams support the roof slabs which are poured-in-place over both the auditorium and the library wings.

Included in the well-landscaped grounds are tennis courts and sidewalk shuffleboards—almost everything, in fact, to occupy the spare time of the 2000 residents stationed at NavComSta, Philippines.

Why Not Add Gold Stripes to Your Navy Blue?

ENLISTED MEN AND WOMEN—either Regular Navy or Naval Reserve on active duty—have several programs open to them if they wish to apply for a commission in either the Regular Navy or the Naval Reserve.

The programs, 13 in all, are varied and cover a wide range of interests, everything from a four-year college education at the U. S. Naval Academy, to special duty as a cryptology officer within the Naval Security Group.

The most recent springboard to rankdom is BuPers Inst 1120.35C which lists the eligibility requirements needed to apply for a commission. Specific qualifications for seven of the programs offering primarily Regular Navy commissions may be found in the series of instructions and notices following the program titles shown here:

U. S. Naval Academy (BuPers Notice 1531) – Each year, the Secretary of the Navy may appoint 85 enlisted men of the Regular Navy and Marine Corps to the Naval Academy. Candidates must be under 21 years of age on 1 July of the year they enter the Academy.

Active duty Navy applicants compete for the available appointments and are sent to a Naval Preparatory School where their academic abilities are sharpened. Selections are made each spring therefore prospective students should apply through their commanding officer early in the year. Because of the 21-year limit on age, recruits are especially encouraged to apply for entrance to the Academy. (Navy juniors, sons of Naval and Marine Corps members, are also encouraged to apply for admittance to the Academy through various procedures such as Presidential or Congressional appointments.)

Warrant and Limited Duty Officer Programs (BuPers Inst 1120.18 series)—The Warrant and Limited Duty Officer programs, together with the Medical Service Corps programs, represent the Navy's active duty enlisted-to-officer programs which do not require applicants to have a college education.

The warrant program is open to enlisted members (E-6 through E-9) of the Regular Navy, the Naval Reserve on active duty, and TAR members interested in attaining W-1 appointments in technical fields related to their rating in either the Line, Supply Corps or Civil Engineer Corps officer categories.

Temporary appointments to ensign (USN) under the LDO program may be sought by W-2 and W-3 warrant officers of the Regular Navy. Candidates selected for W-1 appointments attend an officer indoctrination school related to their technical field, such as in Newport, R. I., for Line and Civil Engineer Corps candidates (CEC applicants also train at Port Hueneme, Calif.); Pensacola, for individuals in aviation categories; and Athens, Ga., for the Supply Corps selectees.

Limited Duty Officer selectees are commissioned at their duty stations and are not required to attend any training incident to their appointments.

Naval Enlisted Dietetic Education Program (BuPers Inst 1120.38 series)—The Navy's Enlisted Dietetic Education program, open to enlisted members of the Regular Navy Naval Reservists on active duty and TAR members, is a one-to-three-year college program which leads to a baccalaureate degree in Medical Dietetics, and to an appointment to ensign, MSC (USNR).

All-Navy Cartoon Contest
Melville C. Murray, LCDR, USNR

"Okay, Gridley, anytime you're ready."

Individuals selected for NEDEP must have a minimum of 32 semester credits or 48 quarter credits of college work in English, chemistry, mathematics, and biology, with a grade average of at least C-plus.

Candidates are assigned to a university to study medical dietetics for a period of up to three years, or less, or whichever is necessary for them to receive a baccalaureate degree. NEDEP graduates who fully qualify for a commission are appointed to the grade of ensign in the Medical Service Corps, USNR.

Naval Enlisted Nursing Education Program (BuPers Inst 1120.37 series) – NENEP is a college plan for outstanding petty officers of the Hospital Corps (either Group X or Group XI) on active duty, which leads to an appointment as a Nurse Corps officer in the Naval Reserve.

The course, extending from three to four years of instruction in a college or university designated by the Bureau of Medicine and Surgery, offers a baccalaureate degree in nursing.

After candidates receive their degree, they are commissioned ensigns (designator 2905). At this time they take a state board examination for licensing as a registered nurse and then undergo a period of officer indoctrination before being assigned to a naval hospital for duty.

Commissioned graduates of the NENEP program serve on active duty for four years from the day they commence their travel to the indoctrination course at Newport.

Navy Enlisted Scientific Education Program (BuPers Inst. 1510.69 series)—This program offers a four-year college education to candidates selected from among petty officers who have at least three years of high school and above average scores on their military GED tests and their basic battery tests.

Candidates who have a record of constructive learning through correspondence courses and other after-hours educational activity stand the better chance of being selected to attend one of the 22 colleges and universities participating in the NESEP program.

Provisional selectees for the NESEP must have, or extend their enlistment to have, sufficient obligated active service to complete preparatory school plus one additional year. Provisional selectees become selectees upon successful completion of preparatory school and acceptance by one of the 22 NESEP colleges or universities. Selectees must serve on active duty nine months for each six months (or fraction thereof) of training received under this program.

During the summer between the junior and senior years of college, NESEP students attend a 10-week training session at Officer Candidate School, Newport, R. I. After returning to college and receiving their baccalaureate degrees, they are commissioned in the unrestricted line of the Regular Navy.

Medical Service Corps, USN (BuPers Inst 1120.15 series)—The Medical Service Corps offers an inservice, Regular Navy procurement program which annually provides a path of advancement to the commissioned ranks for senior hospital corpsmen and dental technicians, or for other eligible individuals who possess the necessary qualifications for a specific field of interest.

Commissions may be obtained in the areas of supply and administration, optometry, pharmacy; sciences allied to the medical profession; and specialist areas, such as dietetics, occupational therapy and physical therapy.

Here are the remaining six programs, all of which offer commissions in the Naval Reserve:

- Officer Candidate School.
- Officer Candidate (Women).
- Aviation Officer Candidate.
- Naval Aviation Officer Candidate.
- Naval Aviation Officer Candidate, Air Intelligence.
- Judge Advocate General Corps.

Sketches of these six programs and the requirements that must be met by applicants follow:

Officer Candidate School Program.—The OCS program offers 18 weeks of officer indoctrination training at Newport, R. I. Applicants for this program in pay grade E-4 and below are designated as officer candidates and advanced to pay grade E-5 upon reporting to the school.

Individuals already in pay grade E-5 or above are designated OCS candidates in their present pay grade.

Staff Corps appointees receive additional specialized training after they've been commissioned. All appointees must serve on active duty for a minimum of three years in commissioned grade and agree to retain their Naval Reserve commissions for six years.

Officer designators, or specialties, under which an applicant may be commissioned through OCS are: 1105 (Line); 1405 (Restricted Line—Engineer); 1535 (Restricted Line—Aeronautical Engineer, Meteorology); 1615 (Restricted Line—cryptology); 3105 (Staff Supply Corps); 5105 (Staff Civil Engineer Corps).

Officer Candidate (Women) Program.—Open to enlisted Waves, the OC (W) program offers 16 weeks of training, also at Newport. Those selected are designated officer candidates in their present pay grades, but never lower than E-2. After the first eight weeks of training, candidates are commissioned as ensigns in either the Unrestricted Line or Supply Corps, and complete the remaining eight weeks of training as officers.

After the training at Newport, Supply Corps officers receive additional training in their specialty before they are assigned to appropriate duty stations.

Appointees serve on active duty for two years from the date they receive their appointment. However, this span of time may be reduced by the Chief of Naval Personnel as needs of the service require, but it is never less than 15 months.

Aviation Officer Candidate Program.—Since the Naval Aviation Cadet (NAVCAD) program no longer exists, pilot training is offered through the AOC program. Selected enlisted applicants are designated Aviation Officer Candidates and are temporarily

HOW DID IT START

Treasure Island

In a decade which found many Navy organizations celebrating their quarter-century mark, the U. S. Naval Station at Treasure Island (which includes Yerba Buena Island) celebrated its 70th.

It was November 1898 when civil engineer F. O. Prindle, USN, set foot in Yerba Buena, then known as Goat Island. His orders were to supervise the preliminary construction of a naval training station.

On 25 Mar 1899, 62 apprentice seamen were landed from the training ship USS Pensacola and began training at the new station. By June, the new installation was educating 392 apprentices to be Navymen.

GOAT ISLAND

These were rather modest beginnings for a training station which, since that time, has instructed hundreds of thousands of Navymen in the skills they need both in ships and ashore.

Today, for example, about 10,000 military and civilian personnel serve the 30 different naval activities at Treasure Island which include the headquarters of the Commander, Western Sea Frontier; Commandant, Twelfth Naval District and the Naval Schools Command.

Treasure Island itself was built in 1938 as a location for the Golden Gate Exposition of 1939-40. The Navy acquired the island in 1941 for a combined naval receiving and training station.

Since World War II, the Navy population of Treasure Island has risen and subsided, reflecting the intensity of international crises. Its character has gradually changed, too. By 1980, the Navy expects all the buildings which date from World War II days will be demolished and replaced by permanent structures.

advanced to pay grade E-5 while undergoing indoctrination training.

After completing 16 weeks' schooling, including primary flight training at Pensacola, candidates are commissioned ensigns in the Naval Reserve. Then, some time between 13 and 15 months after commissioning, those who complete their flight training are designated Naval Aviators (1315). They serve on active duty for three and one-half years from the day they receive their wings of gold.

Naval Aviation Officer Candidate Program.—Training under the NAOC program leads to designation as a Naval Flight Officer (1325). Applicants are designated officer candidates (1375) and are temporarily advanced to pay grade E-5 while undergoing indoctrination training.

After completing about 16 weeks of training at Pensacola, they are commissioned ensigns in the Naval Reserve, then continue their training which leads to an assignment as a naval flight officer in multi-engine or jet aircraft.

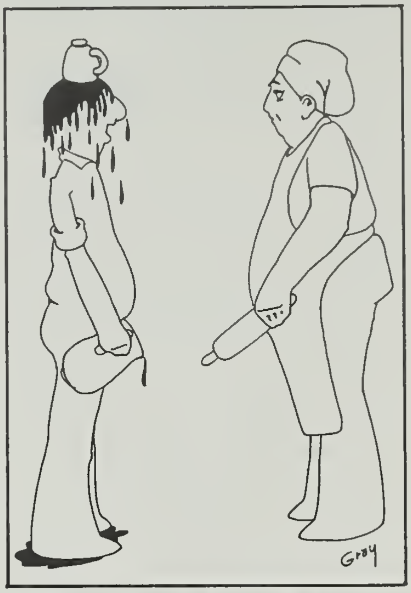
Naval Aviation Officer Candidate Program (Air Intelligence).—For those individuals who prefer a nonflying billet and have a special interest in performing the duties of an air intelligence officer, the NAOC-AI Air Intelligence program (1355 AI) is recommended. Appointees serve on active duty for three and one-half years after completing their training in the Naval Air Training Command.

Navy JAG Corps Program. — The JAG Corps program offers direct appointment in the grade of lieutenant (jg), JAG Corps (2505), followed by 15 weeks of training at Newport. The training period consists of eight weeks of officer indoctrination and seven weeks of instruction at the U. S. Naval Justice School.

JAG officers commissioned through this program will serve on active duty for four years from the date they complete their training, and will retain their Naval Reserve commissions for a total of six years.

Applicants for any of these programs may be married or single, but must be enlisted members serving on active duty and must be entitled to an honorable discharge; in other words, no dishonorable disciplinary action may be pending.

All-Navy Cartoon Contest
James A. Gray, EM2, USN



"Captain says he daesn't like the caffee."

Certain other qualifications, such as background, age and physical well-being, must also be met by the applicant.

To begin with, applicants must be citizens of the United States. Those applying for naval security group duties (designator 1615) must be United States citizens by birth, with no questionable foreign connections by marriage, family or otherwise.

Age minimums and maximums, ranging from 19 to 33 1/2, vary with the programs as shown here:

Program	Minimum Age	Maximum Age
OCS	19	27½
OC(W)	20	27½
AOC	19	26
NAOC	19	27½
NAOC-AI	19	27½
JAG Corps	21	33½

The maximum ages shown may be adjusted on a month-for-month basis, but no more than 36 months for each month of active military service may be credited. No adjustments are allowed AOC applicants; they must be between 19 and 26 at the time they submit their applications. All others must be between the minimum and maximum age range of the particular program for which they are applying at the time of their commissioning.

The educational background requirements of enlisted applicants for OCS (including Medical Service Corps applicants), OC(W), AOC, and NAOC programs include a baccalaureate degree from a regionally accredited college or university.

For those who plan to work toward a specialty, additional requirements may be called for. In the area of engineering (1405), for instance, the applicant must possess a degree in mechanical, electrical, electronics, metallurgical or industrial engineering; mathematics; or a degree in naval architecture or marine engineering. The degree must have been received from a college recognized in the specific field.

Another area in which specialized education is required is in the field of meteorology (1535), a specialty of the Aeronautical Duty Officer. Here, the applicant must hold a degree in meteorology, oceanography, or atmospheric sciences; or in chemistry, physics, mathematics; or any field of engineering, with a minor in meteorology.

Although not required, previous employment in a meteorological or computer programming job is desirable. College graduate applicants who do not meet the meteorology program's educational requirements, but who have civilian or military experience in the field, will be considered on an individual basis.

Applicants for the Cryptology (1615) field should have an education in (or at least professional experience in) mathematics, history, economic geography, electronics, computer programming, physics, foreign languages, or political science. Any experience with the Naval Security Group is highly regarded.

Supply Corps (3105) applicants must hold a baccalaureate or higher degree from an accredited college or university. Broad, liberal educational backgrounds are well suited to the needs of the Supply Corps.

In the field of the Civil Engineer Corps (5105), applicants must have a baccalaureate degree in civil, mechanical, electrical, mining, petroleum, nuclear, electronics, chemical, construction, architecture or architectural engineering. Schools must be listed by the Engineers Council for Professional Development or the National Architectural Accrediting Board.

At the time of appointment to the JAG Corps (2505) program, an applicant must be a graduate of a law school accredited by the American Bar Association and be a member of the bar of the highest court of a state, territory of the U. S. or the District of Columbia. If he has not yet been admitted to the bar, he may still be selected for the program contingent upon his presenting evidence of admittance before being appointed.

Applicants processed at naval training centers for OCS, OC (W) and JAG Corps programs, will be administered the Officer Qualification Test (OQT); WOQT for women.

AOC and NAOC applicants, who are not required to take the OQT, must have, or attain, a GCT score of 63 in order to be eligible for a specific program. In addition, special aviation or flight aptitude tests must be taken by individuals applying for designators in the field of flight.

However, anyone who does not meet the test requirements may still be processed if, in the opinion of his commanding officer, he is outstanding in all respects.

While physical standards must be met by all applicants, AOC candidates — naval flight officers in particular — must be specifically qualified and aeronautically adapted for actual control of aircraft. Minor physical defects may be waived by CNP upon the recommendation of the Bureau of Medicine and Surgery.

Applicants for unrestricted line designators (1105 and all aviation programs) must have normal color perception, whereas restricted line applicants may have waivers for defective color perception, depending on the specialty for which they are applying. No color perception requirements are stipulated for Staff Corps applicants, but the test, nevertheless, must be administered for record purposes.

All applicants for the foregoing programs, with the exception of the JAG Corps, must have at least six months of obligated service remaining on their current enlistment when they receive orders to school. Those having less than six months may extend their enlistments voluntarily for one year. Orders will not be issued to those individuals without sufficient obligated time remaining.

Applications for all programs may be submitted at any time. However, those submitted for the OC(W) program must reach BuPers before 10 May for the summer course, which convenes in June, or by 10 September for the fall course, which begins in October each year. Late applications will automatically be considered for the next OC(W) class. Applications for the JAG Corps Program will be considered only twice a year by boards normally convening in spring (April) and fall (November) of each year.

The How-To Process

The process by which the applicants are considered and selected goes something like this:

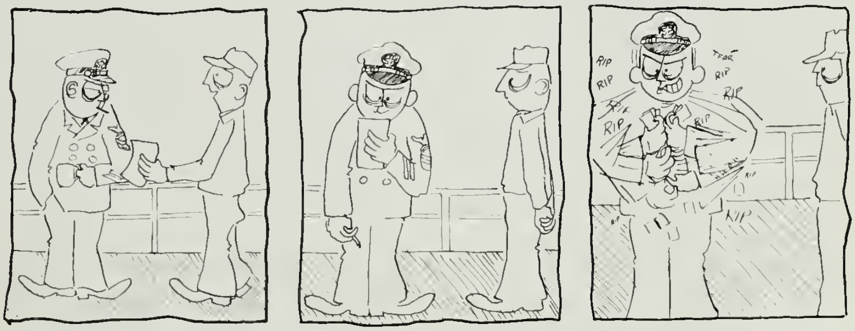
An enlisted member of the Navy or Naval Reserve on active duty who wishes to be considered for appointment submits a written request to his commanding officer, briefly outlining his eligibility for the program for which he is applying.

The commanding officer reviews these qualifications and, if the individual appears to be eligible, he will direct the applicant to be examined physically. If the individual does not meet the requirements of the program or is not physically qualified, he will be so informed in writing by the CO. All other applications will be forwarded to CNP for review and final action, whether or not approval is recommended. CNP will consider the CO's recommendation carefully in arriving at a final determination.

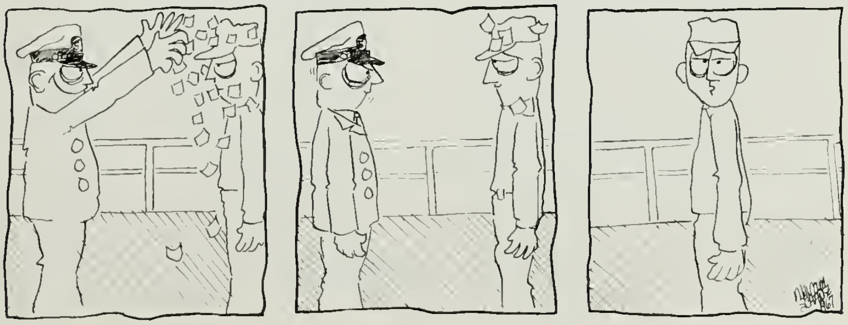
Meanwhile, those applicants whose applications have been sent to CNP will be closely observed by their commanding officer. If it should become necessary to transfer a person in the interim period, an endorsement, giving the date of the transfer, will be forwarded to the man's new commanding officer with appropriate comment and recommendations. An entry will also be made in the man's service record to the effect that he is an applicant for appointment under the provisions of BuPers Inst 1120.-35C and all associated documents will accompany the record.

Each applicant will be personally interviewed by a local command board of officers. This board, appointed by the commanding officer or the senior officer in the chain of command, will consist of three commissioned officers. Ideally, the senior

All-Navy Cartoon Contest LT John M. Schantz, USN



"Got a chit here for some early libs, Chief . . ."



"The chief is a man of few words."

member of the board should not be below the grade of lieutenant commander, nor should any member be below the grade of lieutenant.

If, for some reason, it is impracticable to convene a board comprised of the recommended grades, the commanding officer will perform the functions of the board. In either case, the board will assess the personal qualifications of the applicant, recording opinions on separate Interviewer's Appraisal Sheet (NavPers 958) (Rev. 8-64) which will accompany the application.

The completed application file will then be reviewed for accuracy, and the commanding officer's endorsement, containing the individual's battery scores and OQT or WOQT scores (as required), together with brief, specific remarks summarizing his opinion of the applicant's qualifications for the appointment, will be forwarded to the Chief of Naval Personnel (Pers-B628).

Notification as to selection or nonselection will be made by CNP to the applicant, via his commanding officer.

Applicants not selected for an officer program may request a reevaluation of their application by submitting a written request to BuPers. If the original request was submitted more than six months before, then an entirely new application is required. If less than six months has passed, then only the request for reevaluation with information supporting the reason is required.

Candidates disenrolled may reapply for an officer program one year from the date of disenrollment. Their letter, to the Chief of Naval Personnel (Pers-B628), must be endorsed by their commanding officer who will generally evaluate the applicant's performance and abilities and give an opinion as to whether or not the applicant's experience in the past year would better enable him to complete the course than on his first attempt.

You'll Find VLAP Where the Action Is

Sprinkled among the thousands of Navymen in Vietnam are a handful of U. S. Civil Service employees who volunteer for a tour of duty to assist the military forces with their technical problems.

Engineers or scientists, they are there to see in person what the problems are, to solve them on the spot if possible, or to work with the home laboratories to develop solutions.

They are Navy Laboratory Representatives, essential components of the Vietnam Laboratory Assistance Program. Since VLAP was established by the Navy Department in April 1967, its mission has been to have a man on the scene in Vietnam who can provide technical advice, define the exact problem and make a quick fix if possible.

VLAP lists 42 volunteers from Navy labs across the country who have qualified as Lab Reps and are based at such locations as the Navy Research and Development Unit, the III Marine Amphibious Force, the Commander Naval Forces, and the Military Assistance Command, all located in Vietnam. Basically, their work is the same wherever they are located—to lend skilled technical assistance to the forces in the field.

To apply fully the talents and resources within the Navy laboratories, one lab was selected to coordinate the work of the East Coast labs, and one for the West Coast. The Naval Ordnance Laboratory, White Oak, Silver Spring, Md., heads the East Coast labs; the Naval Weapons Center, China Lake, Calif., the West Coast labs.

While some of the jobs require development, others may be completed by a simple order.

For example, the crews on the coastal patrol boats suffered considerable fatigue from the terrific pounding the boats take from the waves. The boats are shallow-bottomed, with not much in the way of a buffer between the crew and the heavy seas which characterize the coast of Vietnam much of the time.

Seeing a need for a cushion that would stand the wear and tear and climatic conditions, NOL Lab Rep Berger M. Shepard came up with the idea of using wrestling mats. The mats were shipped from the States in short order, and he reports they have worked out nicely.

Not all problems are as easily solved.

Shepard went on a mission with the crew of an armored troop carrier to study various problems of the Mobile Riverine Forces. The ATC boat he was on is used to carry troops into combat zones inaccessible overland, bring them out when the job is done, and evacuate the wounded during the battle.

But getting the wounded back to the boat was slow and perilous.

During the mission, Shepard overheard a wish for a way to "land a medevac copter on the boat itself." He surmised the boat could be rigged with a small helo pad, and rounded up enough pipe and steel mat upon return from the mission to build a trial pad.

Two weeks later, on another mission, the helo pad was put to use. Wounded were ferried from the battle zone to the boat which rushed them to the base hospital. The trial pad was a success, and Shepard's specifications were prepared for production models.

Each project has its problems. With the helo pad it was that of landing the copter without swamping the boat or without overshooting. To remedy this, Shepard drew up a suggested plan for landing, including instructions to the boat coxswain on how to hold the boat steady in the wind created by the copter's whirling blades. He then supervised several of the practice landings to help perfect both day- and night-time techniques.

There have been countless other such innovations created in Vietnam by Lab Rep men like Shepard. Sometimes their methods may seem a bit unorthodox but, based on sound engineering principles, they get the job done.

February Check List: Cherry Pie, Lincoln Logs & Taxes

FEBRUARY IS A MONTH for Valentines, Lincoln logs and hot cherry pie. Unfortunately, it is also a good time to consider your U. S. income tax return.

But Navymen have it better than many at this time of year. There are a number of provisions in the tax laws which enable them to delay filing; to defer payment under certain conditions, and even to exempt much or all of their service pay from taxation entirely.

Navymen have available an excellent source of tax information in the person of the Navy Judge Advocate General. They can find all the provisions which apply especially to them in a booklet entitled *Federal Income Tax Information for Armed Forces Personnel,* 1969 edition (NAVSO P-1983). This publication has been distributed throughout the Navy and also is available for 30 cents through the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

Many Navymen are serving elsewhere than in the United States, but this fact alone does not excuse them from filing their income tax returns by 15 April, unless they want to pay interest on the unpaid balance or are in the combat zone, including hospitalization outside the U. S. for combat zone illness. The law does provide that citizens residing or traveling outside the 50 states and Puerto Rico can automatically extend the filing date until 15 June—but—they must pay one-half of one per cent interest per month on the unpaid tax computed as of 15 April. They may also apply for a further extension if they can justify the delay.

Additionally, servicemen who are serving in the combat zone or continuously hospitalized outside the 50 states and the District of Columbia because of injuries incurred in a combat zone are entitled to delay filing a return (without any penalty or interest) until 180 days after their combat zone duty or hospitalization ends.

This combat zone postponement also applies to wives who are filing joint returns with their servicemen husbands. If the wife files a separate return, however, she has no special privileges—she must have her return in on time. But, she can file a joint return within three years after her husband's "combat zone" postponed due date if she had filed separately.

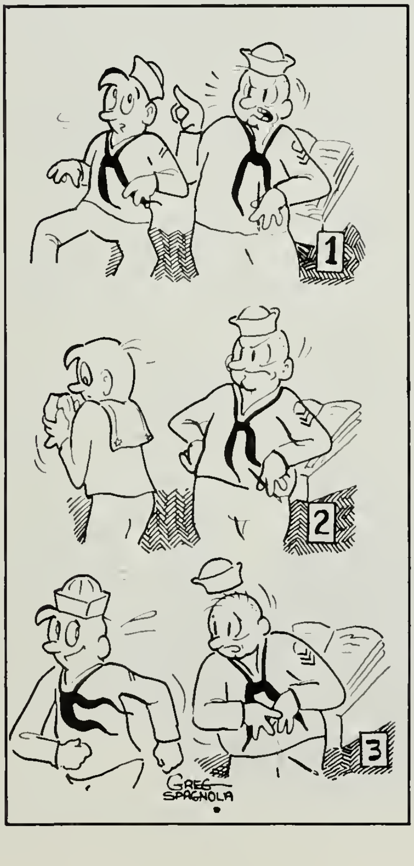
To put Navymen on the inside track concerning tax laws which benefit them ALL HANDS has prepared the following roundup based on information presented in *Federal Income Tax Information for Armed Forces Personnel.*

Special Items

There are a number of special items in the tax laws which apply to you as a Navyman such as:

- **Combat Zone Income Tax Returns** —Navymen serving in a combat zone are entitled to a tax exclusion of a portion or all of their service income. This will be discussed later in the section entitled "Exclusions from Gross Income." Right now, the point to be made is that the income on which you don't have to pay taxes is not shown on your Form W-2. You shouldn't, therefore, figure out how much you have earned while in a combat zone and deduct that from whatever amount is shown on your Form W-2.

All-Navy Cartoon Contest
Gregory J. Spagnola, SN, USN



- **Mess Bills Afloat** — The Internal Revenue Service figures you live either in a ship or on a station so you can't deduct expenses for meals or lodging incurred while at your permanent duty station.
- **Reserve Forces Adjustment Payments** —The readjustment payment a Reservist receives when involuntarily released from active duty must be reported on his income tax return, but it can be averaged over a period of years as specified in Schedule G on Form 1040. Since the lump sum is spread over a long period of time, the Reservist's taxes can be less than if he paid tax on the amount received in one year.

Exclusions from Gross Income

People are taxed on the income which remains after they have deducted personal exemptions and the standard deduction or items such as charitable contributions, taxes, and interest which they have paid during the year. There are many items which do not constitute gross income and are referred to as "exclusions."

Several of these exclusions are available to Navymen by virtue of their status as members of the armed forces. These are:

Combat Zone Exclusions:

- Commissioned warrant officers, warrant officers and enlisted men do not pay taxes on any of the military compensation they receive for service in a combat zone.
- Commissioned officers (O-1 and above) may exclude up to $500 of the active duty pay they receive for any month of service in a combat zone.
- The combat zone exclusion also applies during periods while absent from duty in the combat zone because of sickness, wounds, leave, internment by the enemy, prisoner of war or missing in action.
- Navymen on authorized leave in aircraft and ships which pass through or make intermediate stops in a combat zone may also take advantage of this exclusion.

Retired Serviceman's Family Protection Plan (RSFPP) —A retired man or Fleet Reservist need not pay taxes on the reduction in his retired or retainer pay for RSFPP coverage. Formerly, prior to 1966, he had to pay income taxes on it if any of his retired pay was taxable.

Sick Pay—Up to a point, you may exclude active duty pay from your gross income if it was paid for the period while you were absent from duty in excess of 30 days because of sickness or injury. The limit of the exclusion works out to $14.29 a day on the basis of a seven-day week. There is no sick pay exclusion during the first 30 days of sickness for active duty personnel. Officers (O-1 and above) who are hospitalized as a result of wounds, disease or injury incurred in the combat zone may claim the sick pay exclusion in addition to the $500 monthly already excluded by paymasters. Enlisted and warrant officer personnel don't need the sick pay exclusion when all of their pay is already excluded by reason of combat zone duty or hospitalization.

New Items

- **Tax Surcharge**—If you have been reading the newspapers, you already have heard of the new surcharge. For most taxpayers, this means their federal taxes are being increased by seven and one-half per cent for 1968 and five per cent in 1969.

Most people had an automatic withholding increase of 10 per cent about the time the surcharge became effective. You are expected to compute the amount of surcharge you should pay when you make your return and add it to the total amount of tax due.

- **Cashing Income Tax Refund Checks**—Navy wives whose husbands are at sea, prisoners of war, or missing in action may have difficulty cashing tax refund checks made out jointly to them. If they present the refund check at any Internal Revenue Service Office with proof of their husband's status, a new check can be issued in the wife's name in about two weeks.

- **Combat Zone Form W-2** — If you served in a combat zone during 1968 or if you were hospitalized because of wounds, disease or injury incurred in a combat zone, your Form W-2, which shows wages and withholdings, may show less income from which taxes were withheld than income from which FICA (Social Security) deductions were made.

To keep from getting a bill from the Internal Revenue Service for income taxes due (which IRS might erroneously compute on the basis of the FICA wages), be sure to indicate your combat zone service by writing "COMBAT ZONE" at the top of your Form 1040 or 1040A.

- **Combat Zone Income Tax Returns**—This subject was touched upon under the sections entitled "Special Items" and "Exclusions" and Navymen were warned then not to deduct separately the amount they earned in a combat zone because such earnings are not included in the amount of wages shown in the income tax part of their Form W-2.

There is, of course, a chance that error was made. If your combat zone earnings were not deducted from pay reported on Form W-2, have your disbursing officer figure out the amount which should be excluded from your pay because of combat zone duty and give you a certificate that the amount was not omitted from your Form W-2. You should then deduct the amount from pay reported and attach the certificate to your income tax return.

If you are entitled to a delay in filing your tax return because of combat zone service or hospitalization outside the 50 states due to combat zone service, be sure to write at the top of your return "Served in combat zone as a member of the armed forces from (date) to (date)." A similar statement can be made for hospitalization.

- **Commissioned Warrant Officers**—"Disability Retirement Age" for "Sick Pay" purposes: A retired Navy commissioned warrant officer is classified as a warrant officer rather than a commissioned officer when computing his retirement age under a sick pay exclusion of disability retired pay similar to that discussed earlier. Special rules apply to the first 30 days of disability retirement.

- **New Federal Tax Form 1040X**—If you make an error in your tax return, you can amend it to claim a refund or pay more tax by using the new 1040X.

- **Sale of Homes**—If you sell your principal residence at a gain and plan to replace it within the up-to-four-year statutory period for military (civilians have one or one and one-half years), report the sale on Schedule D for the year, then attach a statement to your return showing

SPECIAL FORMULA X
MAGAZINE RETRIEVER SPRAY

NEW NAVY ISSUE spray is now available for Fleet use Better pass that copy of ALL HANDS along to nine others.

the computation of the gain, and indicate that you have not yet purchased a replacement residence. If you buy a new one, file a Form 2119. When you don't buy, and time runs out, pay the tax (plus interest) on the gain on your return for the year of sale.

• **Social Security Credits** — Armed forces members are considered to have been paid additional wages in each calendar quarter after 1967 for the purpose of determining their entitlement to and the amount of any monthly benefit due them after 1967. These credits are: (1) $100 if basic pay in such quarter was $100 or less; (2) $200 if basic pay in such quarter was more than $100 but not more than $200; or (3) $300 in any other case. There is no FICA withholding on these credits and they don't reduce basic pay subject to FICA withholding.

List of New Motion Pictures Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

A Time To Sing (WS) (C): Country Musical; Hank Williams Jr., Shelley Fabares.

The One and Only Genuine Original Family Band (C): Musical; Walter Brennan, Buddy Ebsen.

The Syndicate (C): Drama; William Sylvester, June Ritchie.

The Franchise Affair: Drama; Michael Denison, Dulcie Gray.

With Six You Get Eggroll (WS) (C): Comedy; Doris Day, Brian Keith.

The Party (WS) (C): Comedy; Peter Sellers, Claudine Longet.

Salt and Pepper (C): Comedy; Sammy Davis Jr., Peter Lawford.

Eve (C): Adventure Drama; Robert Walker, Fred Clark.

How Sweet It Is (WS) (C): Comedy; James Garner, Debbie Reynolds.

Villa Rides (WS) (C): Western; Yul Brynner, Robert Mitchum.

Inspector Clouseau (WS) (C): Comedy; Alan Arkin, Frank Finlay.

The Thomas Crown Affair (C): Drama; Steve McQueen, Faye Dunaway.

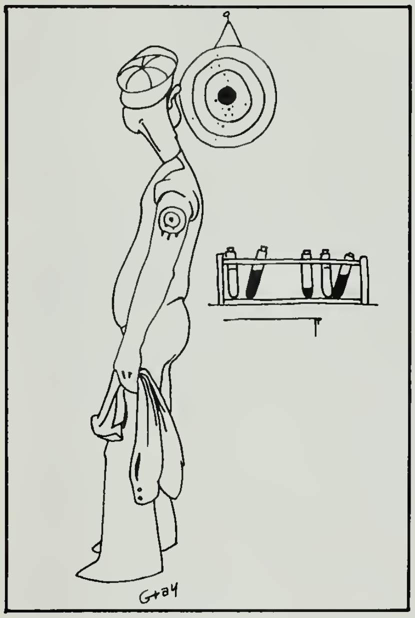
The Hell With Heroes (WS) (C): Adventure Drama; Rod Taylor, Claudia Cardinale.

Hang 'Em High (WS) (C): Western; Clint Eastwood, Inger Stevens.

The Private Navy of Sgt. O'Farrell (C): Comedy; Bob Hope, Phyllis Diller.

The Bible (WS) (C): Biblical Drama; Michael Parks, Richard Harris.

All-Navy Cartoon Contest
James A. Gray, EM2, USN



"Hey, Doc, what's the dart board for?"

Lower Tuition for Navymen Offered at U of Missouri

The University of Missouri is offering a $500 reduction in expenses to the husband, wife or minor child of service personnel stationed either in Missouri or outside the United States.

Five hundred dollars represents about 36 per cent of an unmarried student's annual living costs at the university, including room, board, fees, books, supplies, athletic tickets and other incidental expenses.

The University of Missouri also waives its $500 tuition fee for active duty and retired men and women of the armed forces who are accepted for graduate study.

Complete information on the tuition cost reduction may be obtained from the Admissions Office, 130 Jesse Hall, Columbia, Mo. 65201. Engineering students who wish specific information on the engineering curriculum should write directly to the Office of the Dean, College of Engineering, University of Missouri, Columbia, Mo. 65201.

Areas of Korean Waters Defined for Eligibility To Earn USAFE Medal

Heretofore, Korea and its contiguous waters and air space have not been listed by the *Navy and Marine Corps Awards Manual* as areas of operations in which Navymen could earn the Armed Forces Expeditionary Medal.

This was changed, however, when SecNavNotice 1650 of 4 Nov 1968 defined the following geographical coordinates as being Korea's contiguous waters and air space:

- **32 degrees north by 126 degrees east**
- **38 degrees north by 126 degrees east**
- **38 degrees north by 134 degrees east**
- **36 degrees north by 134 degrees east**
- **33 degrees and 40 minutes north by 129 degrees and 20 minutes east**
- **32 degrees north by 129 degrees and 20 minutes east.**

The Armed Forces Expeditionary Medal will be awarded for service in these areas between 1 Oct 1966 and a date to be announced. Lists of eligible ships and units will be published from time to time.

The Expeditionary Medal is also authorized for Navymen who took part in operations in the following areas during the times specified:

U. S. MILITARY OPERATION	DATES
Berlin	14 Aug 61 to 1 Jun 63
Lebanon	1 Jul 58 to 1 Nov 58
Quemoy and Matsu Islands	23 Aug 58 to 1 Jun 63
Taiwan Strait	23 Aug 58 to 1 Jun 63
Cuba	24 Oct 62 to 1 Jun 63
Congo	23 to 27 Nov 64
Dominican Republic	28 Apr 65 to 21 Sep 66

U. S. OPERATIONS IN DIRECT SUPPORT OF THE UNITED NATIONS	DATES
Congo	14 Jul 60 to 1 Sep 62

U. S. OPERATIONS OF ASSISTANCE FOR FRIENDLY FOREIGN NATIONS	DATES
Laos	19 Apr 61 to 7 Oct 62
Vietnam	1 Jul 58 to 3 Jul 65

DECORATIONS and CITATIONS

HEROES and LEADERS

PROBLEM SOLVED—Helicopter lands on armored troop carrier patrolling Vietnamese river by using pad designed by Navy Laboratory Representative.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BENNETT, Keith, Captain, Supply Corps, USN, for exceptionally meritorious service from 6 Jul 1965 to 30 Jun 1968 as Comptroller, Headquarters Pacific Command.

★ CAMPBELL, Donald C., Captain, USN, for exceptionally meritorious service from July 1963 to September 1968 as Commanding Officer, Naval Radiological Defense Laboratory, San Francisco.

★ COLBERT, Richard G., Rear Admiral, USN, for exceptionally meritorious service from June 1966 to September 1968 as Deputy Chief of Staff and Assistant Chief of Staff for Policy, Plans and Operations, Staff, Supreme Allied Commander Atlantic.

★ CORLEY, Frank W., Jr., Captain, USN, for service from 13 Aug 1965 to 11 Jul 1966 as a member of the Computer Games Branch, Cold War Division, Joint War Games Agency, and from 12 Jul 1966 to 10 Aug 1968 as Deputy Special Assistant for Joint Matters to the Director, Joint Staff, Organization of the Joint Chiefs of Staff.

Gold star in lieu of second award
★ CRAMER, Shannon D., Jr., Rear Admiral, USN, for service from August 1967 to July 1968 as Deputy Director for Operations, National Military Command Center, Operations Directorate, Organization of the Joint Chiefs of Staff.

★ DOBIE, Ernest W., Jr., Rear Admiral, USN, for service from April 1964 through August 1965 as the Director of the Technical Appraisal and Requirements Division, Office of Director, Antisubmarine Warfare Programs; from August 1965 through October 1967 as Director, Undersea Strategic Warfare Development Division, Office of the Deputy Chief of Naval Operations; and from October 1967 to October 1968 as Deputy Director, ASW Programs.

★ HILDRETH, James B., Captain, USN, for service from April 1967 to June 1968 while serving as Assistant Chief of Staff for Operations to the Commander in Chief Atlantic, the Commander in Chief U. S. Atlantic Fleet, and the Commander in Chief Western Atlantic Area.

★ KATZ, Saul, Captain, Judge Advocate General's Corps, USN, for service from July 1965 to August 1968 as the Fleet Legal Officer, United States Pacific Fleet.

★ LONG, Robert L. J., Captain, USN, for exceptionally meritorious conduct in the performance of outstanding services as Executive Assistant and Naval Aide to the Under Secretary of the Navy from August 1966 to August 1968.

★ MANN, Stephen S., Jr., Captain, USN, for service from July 1966 to June 1968 while assigned to the faculty, Resident School, Industrial College of the Armed Forces.

★ MANSFIELD, Jack E., Captain, USN, for service from August 1966 to June 1968 while assigned to the faculty, Resident School, Industrial College of the Armed Forces.

★ MERRITT, Robert G., Captain, USN, for service in the Organization of the Joint Chiefs of Staff as a member of the Command Functions and Organization Branch of the Strategic Plans and Policy Division of the Plans and Policy Directorate from February 1965 to August 1966, and as Executive to the Director, Joint Staff, from September 1966 to October 1968.

Gold star in lieu of second award
★ MILLER, Gerald E., Rear Admiral, USN, for service from July 1966 to September 1968 as the Director, Aviation Plans and Requirements Division, Office of the Deputy Chief of Naval Operations (Air).

★ MILLER, Richards T., Captain, USN, for service from August 1966 to October 1968 as Head, Ship Systems Engineering and Design Department, Naval Ship Engineering Center.

★ NORTON, Mohl C., Jr., Captain, USN, for service from September 1966 through June 1968 as Deputy Chief of Staff, Headquarters, United States Southern Command.

★ PETERS, Irvin G., Captain, USN, for service from 15 Apr 1966 to 1 Sep 1968 as Assistant Director, Programs Administration and Appraisal Division, Office of Programs Appraisal, Navy Department.

★ REAVES, George A., III, Captain, USN, for service from March 1966 to August 1968 in positions of significant responsibility as the Deputy Chief, European Division, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, and as the principal staff officer in the South European Branch of that division.

★ STERN, Theodore S., Captain, Supply Corps, USN, for service from September 1965 to August 1968 as Commanding Officer, Naval Supply Center, Charleston; and District Supply Officer 6th Naval District.

Gold star in lieu of second award
★ WEYMOUTH, Ralph, Rear Admiral, USN, for service from 23 Jan 1968 to 25 Jun 1968 as Commander Antisubmarine Warfare Group One.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

Gold star in lieu of second award
★ BARRETT, Thomas D., Commander, USN, for heroism on 5 Aug 1967 while serving as

officer in charge of Light Photographic Squadron 63, embarked in USS INTREPID (CVS 11).

Gold star in lieu of third award
★ **BARRETT, Thomas D.,** Commander, USN, for heroism on 3 Oct 1967 while serving as officer in charge of Light Photographic Squadron 63, embarked in USS INTREPID (CVS 11).

★ **COKER, David J.,** Lieutenant, USN, posthumously, for heroism on 22 Dec 1965 as a radar intercept officer in Fighter Squadron 114, embarked in USS KITTY HAWK (CVA 63).

★ **DENAULT, Donald R.,** Lieutenant, USN, for heroism as bombardier and navigator of a jet aircraft, attached to and serving with the Naval Air Test Center, during a routine test flight on the morning of 9 Jul 1968.

★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for heroism on 14 Feb 1967 as a flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of second award
★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for heroism on 10 Jun 1967 as flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of third award
★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for heroism on 2 Mar 1967 as flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of fourth award
★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for heroism on 7 Apr 1967 as flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

Gold star in lieu of fifth award
★ **GRIFFITH, John G.,** Lieutenant Commander, USN, posthumously, for heroism on 7 Mar 1968 as flight officer in Attack Squadron 35, embarked in USS ENTERPRISE (CVAN 65).

SILVER AWARD—Engineman 2nd Class Arthur L. Mann is presented Silver Star Medal by Captain R. F. Regan in ceremonies at Corpus Christi. Mann received award for action while serving on Assault Patrol Boat in Vietnam.

★ **HOM, Charles D.,** Lieutenant (jg), USNR, posthumously, for heroism on 20 Jun 1967 as flight officer in Reconnaissance Attack Squadron 12, embarked in USS CONSTELLATION (CVA 64).

★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 16 Sep 1966 as pilot in Attack Squadron 155, embarked in USS CONSTELLATION (CVA 64).

Gold star in lieu of second award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 3 Sep 1967 as Commanding Officer, Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of third award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 21 Sep 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of fourth award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 28 Sep 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of fifth award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 16 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of sixth award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 24 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of seventh award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 27 Oct 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

Gold star in lieu of eighth award
★ **SEARFUS, William H.,** Commander, USN, posthumously, for heroism on 17 Nov 1967 as commanding officer of Attack Squadron 155, embarked in USS CORAL SEA (CVA 43).

VIETNAM SUPPORT—Fast combat support ship *USS Camden* (AOE 2) loads up at Subic Bay Naval Base, Philippines.

TAFFRAIL TALK

JUDGING FROM the number of requests for the special issue of ALL HANDS Magazine on "Managing Your Finances" (August 1968), it apparently hit a responsive chord with the men in the Fleet. This area is an increasingly important one to us all because each of us is faced with the necessity of making ends meet, that is, keeping the scales of income and outgo on an even keel — to mix a metaphor.

Since this issue went to press, additional tips and pointers have been received. The following is one pointer that appears to be a valuable suggestion to pass on to the Fleet right now.

> MOST PEOPLE who finance purchases through credit have, at one time or another, been required to insure their lives in the amount of the loan.
>
> This is a practice which protects the lender against default if the borrower dies and also protects the borrower's family from being saddled with debts on an inherited estate.
>
> Usually the person insured as a part of a credit deal is covered in full or in part by insurance which pays off if he dies or if he is disabled before he pays back his loan.
>
> In most cases, the consumer pays the cost of this insurance and rightfully so. The question is — how much?
>
> Many lenders charge one dollar per year for every $100 of the original debt although some have been known to charge as much as two dollars per year for each $100 of the original obligation.
>
> According to the National Association of Insurance Commissioners, 50 cents per $100 per year is a fair charge.
>
> To protect yourself from unreasonable premium costs on credit life insurance, you should first ascertain whether or not the insurance is a part of the credit package. If it is, learn who pays the premium. If the premium payment comes out of your pocket, determine whether or not it is unreasonable and, if it is, shop for your loan elsewhere.

★ ★ ★

Scientists from the Tropical Atlantic Biological Laboratory last year dropped about 4000 empty beer bottles over the side from a research ship into the Florida Straits, the Caribbean, and in the Atlantic, off Africa.

Purpose, of course, was to study ocean currents. Each bottle contained a prepaid postcard asking the finder, in various languages, to fill in the details of the discovery and return to sender.

The Lab's custom has been to thank the finder and send him a small chart showing the track his bottle might have followed, and a cookbook of fish recipes.

Of the 4377 bottles released, 582 were recovered and the enclosed card returned.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: ANCHOR WATCH**—Navymen aboard USS Springfield (CLG 7) perform maintenance on starboard anchor during an in-port period at Norfolk. The guided missile cruiser is currently the Second Fleet flagship.—Photo by Commander Karl Gebhard, USNR. ➡

USS SPRINGFIELD

LOOK AHEAD...
KEEP YOUR NAVY CAREER IN
FOCUS

ALL HANDS

D208.3:
626

March 1969

UNIVERSITY OF FLORIDA LIBRARIES
APR 11 1969

359.05
A416

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

YT

D208.3 626

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1969 Nav-Pers-O NUMBER 626

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

The Medical Lifesaving Team: A Tribute 2
Navy Nurses: Their Prescription Is TLC 6
USS Eldorado to the Rescue 10
Bridge Team—Quick as a Flash 12
Report on Drugs:
Have You Heard What They're Saying About Mary Jane? 14
From U.S. to Canada: *Rainbow* in the Sea 20
They're San Diego Trained: RVN Recruits 22
TraLant: Atlantic Fleet University 24

Special Report

Career Motivation Conference 36

Departments

Today's Navy 38
Career Information for CPOs 56
Letters to the Editor 58

Bulletin Board

Uniform Board Reports Latest Changes 46
New Criteria for Shipping Over 47
Path to Naval Academy Is Again Open to Enlisted Men 48
Regulations on Shopping in the Far East 50
Trap and Skeet Team Is Looking for Talent 51
NFCU Opens Cable Loan Service 54
An Opportunity for Recruiting Duty 55
Correspondence Courses Available 55
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• **FRONT COVER: ON CRUISE**—Nuclear powered guided missile frigate USS Bainbridge (DLGN 25) leaves a wide wake as she makes a starboard turn during operations on the high seas.

• **AT LEFT: HELO LIFT-OFF**—Photographer's Mate 3rd Class Don Mazoch shot this photo through a window of a Sea Knight helo during Vietnam amphibious operations from the deck of USS Tripoli (LPH 10).

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

ASHORE, AFLOAT, AND IN THE AIR—

Lifesaving

The following report, an on-the-scene account for ALL HANDS readers, tells a story of the role of a dedicated but seldom publicized group serving in Vietnam. The scenes depicted would have been familiar to an observer present during the past year, and earlier, and are a tribute to the work of the Navy's medical team, the members of the Medical Corps, the Hospital Corps, the Nurse Corps and the Medical Service Corps. This report is only a small part of the Navy medical team's story, at home and overseas.

TWO HELICOPTERS hurry in different directions over the South Vietnamese countryside. Both carry a precious cargo — wounded American servicemen. The choppers on medevac missions constitute a major reason why these wounded men have a better chance of survival than their counterparts in previous wars. Some of the other reasons await the helos at their destinations:

Stretcher-bearers, waiting in the receiving and triage area of the U. S. Naval Support Activity Station Hospital in Da Nang, hear the roar of the approaching helicopter and grab their stretchers. The bearers scramble through the dust stirred by the churning chopper blades and unload the casualties.

Critical patients with severe wounds go into the receiving area — a quonset hut with rows of sawhorses for the stretchers and bottles of saline solution to replace body fluids. Tourniquets and splints are ready if needed.

Outside, in the shed-like triage area, stretchers are placed on sawhorses. Clothes are cut away. Blood samples are drawn. Intravenous solutions are started. Tourniquets and splints are applied. Vital life signs are checked. Mud-caked clothing and old bandages begin to cover the concrete floor. Young corpsmen, some not old enough to vote, are rapidly and expertly saving lives.

They place pillows beneath heads, pat shoulders, offer words of encouragement and light cigarettes for the men on the stretchers. For 30 minutes triage is organized pandemonium. Quickly the area empties. Casualties are sent to X-ray, treatment rooms, clinics, wards, or the preoperative area.

USS Sanctuary (AH 17) and USS Repose (AH 16) in Vietnam.

Team

QUIET settles over the triage area again. Silently the litter is swept away, hoses spray the area and leave the deck clean. Sawhorses are realigned and the shiny bottles of intravenous solutions are readied and hung from the overhead lines.

Corpsmen in green fatigues and white T-shirts drop in the handiest spot. Sweat from the tropical heat and the fever of their work soaks their clothes. They light a cigarette and take a long, slow drag. Their shoulders sag from deep fatigue. Their hands and heads hang limp.

Often the casualties come in so fast that lunch trays have to be ordered from the dining hall. During a lull the corpsmen gulp their food. Before the last drop of milk is down, the choppers start coming in again. Trays are hastily piled in the corner and the scramble is on once more. Finally the group of casualties is processed and the corpsmen have another moment to rest.

Chief Hospital Corpsman Donald I. Weakley is the enlisted supervisor of the Casualty Receiving Unit. Often, after such a tiring period he tells his men, "Why don't you guys go and get some rest? I think we're clear for awhile now."

"No thanks, Chief," they reply.

Operating room team at work aboard USS Sanctuary. Above: Corpsmen aid walking wounded to medical evacuation helicopter for quick trip to hospital.

Chopper brings battle wounded to Da Nang Naval Support Activity Hospital.

"We'll stick around. We're not tired."

Their sweaty faces and sagging shoulders tell another story — but they stay. Often their 12-hour shift stretches much longer.

Enlisted corpsmen are the most highly decorated group of men in the Vietnam conflict. Chief Weakley points out that "The corpsmen in the field have done a great job of keeping these guys going until they get to the hospital. I've seen them use everything from bamboo shoots to ball-point pen casings for breathing tubes, and leaves for bandages."

EACH MAN who works in the triage area is a volunteer. If, after a few months, a man can no longer withstand the strain of the arrival of casualties, he will be transferred to one of the hospital's wards.

"Triage" is a French word defined as "The sorting and first-aid treatment of battle casualties in collecting stations at the front before their evacuation to hospitals in the rear." In the heat of South Vietnam the corpsmen and doctors have given triage special meaning.

Behind the helicopter pad and receiving area at the Naval Support Activity Hospital at Da Nang there is a complex of metal buildings and quonset huts that covers nearly 50 acres. The buildings house a fully air-conditioned well-equipped hospital.

Minutes after his arrival, the casualty is on his way to the X-ray unit. An automatic processor takes the X-ray negatives, develops and dries them for reading in three and a half minutes. If necessary the X-ray technicians can do a complete body series of more than 50 X-rays in 10 minutes. A record of 37 emergency X-rays were once taken in four and a half minutes.

From X-ray the casualty is sent to a ward, a special clinic, a treatment room or the preoperative area. From pre-op he may go to one of the eight modern, tile and stainless steel operating rooms. Here doctors, corpsmen, and nurses, oblivious to the heat, dust and sandbags outside, work to save lives.

And it's here where teamwork really counts. Patients with multiple wounds may have as many as three or four surgeons operating on them simultaneously.

WHEN THE PATIENT comes from surgery he is placed in the intensive care unit under the constant care and supervision of Navy nurses and corpsmen. Oxygen is piped through tubes in the walls, machines at each bedside monitor body functions and keep the patient breathing, plastic tubes carry blood and saline solutions into the veins and blood pressure cuffs are always nearby.

Combat situations account for about 40 to 45 per cent of the admissions, while the remainder are the victims of disease and climate. The vast majority of the patients admitted to the hospital are either returned to active duty or are evacuated to other hospitals for further treatment.

The station hospital has often been threatened by attack. Rocket and mortar attacks have caused shrapnel damage to the wooden fence around the helicopter pad, to concrete walkways, ambulances and wards. In March 1968, a rocket damaged the new urology building and blasted a large hole in an adjacent ward. Four patients were reinjured, but none seriously. Several corpsmen also received wounds.

Standard procedure for the corpsmen is to don flak jackets and helmets and keep working.

Da Nang's station hospital has a number of people conducting research in the frozen blood bank, shock study team, and the preventive medicine unit.

The frozen blood bank, used for the first time in a combat area in 1965, has a storage capacity of 3000 pints. Approximately 150 pints of frozen blood, supplied by the Chelsea, Mass., Naval Hospital, are maintained at all times.

Wards at Da Nang Support Activities Hospital are air-conditioned and equipped with latest medical facilities.

SINCE MOST of the patients requiring blood were in shock, it became apparent that studies were needed to gain knowledge for better patient care. Thus, the inception of the shock study team.

Here, doctors and corpsmen from the team follow patients through the hospital from the time they arrive in receiving until they leave the hospital. Other corpsmen back them up with analysis from their specialized laboratory.

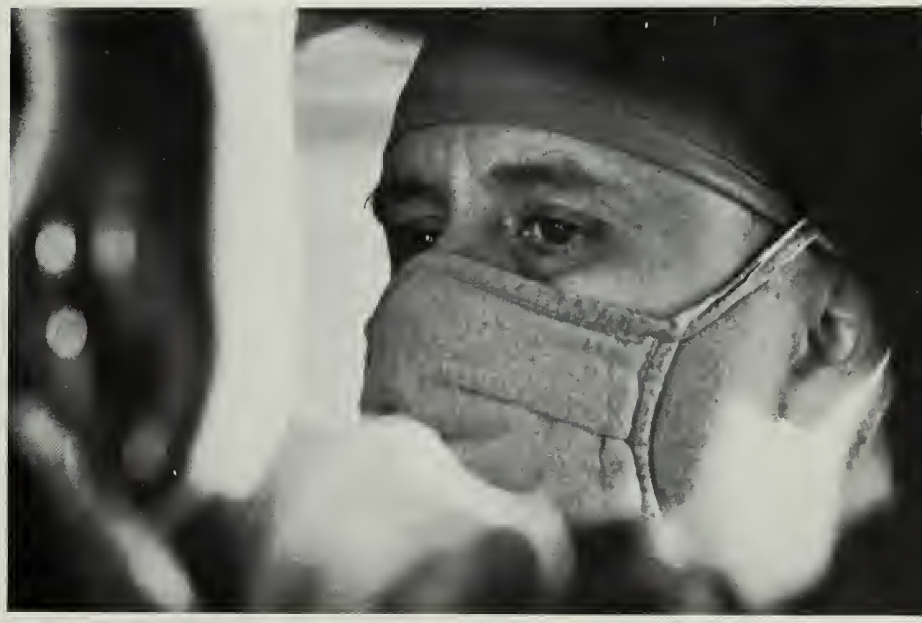
When the patient first arrives, one of the corpsmen draws blood and urine samples. These samples are analyzed to determine the amount of blood the patient has lost, the amount and types of gases in his system and other factors relating to his stability.

The findings of these tests are usually completed before the patient is ready for surgery. The tests result in greatly improved casualty treatment.

The hospital personnel are interested in preventing illness and disease as well as curing patients. The preventive medicine unit offers specialized advice and recommendations where matters affecting the health and well-being of troops in the field and afloat are concerned.

The presence of such a hospital, only minutes away from the battlefields by helicopter, is a morale booster to servicemen in combat.

MEANWHILE, the second helo has made its way to the coast, where offshore a white U. S. Navy ship waits serenely.



An off-duty corpsman sprawls on the wooden deck of the hospital ship USS *Sanctuary* (AH 17) writing letters and listening to music from his tape recorder through earphones. He stops writing, drapes his earphones around his neck, and begins adjusting his tapes.

Through the open doors of the recovery room come the soft sounds of a feminine Georgia accent. It belongs to one of the ship's 29 Navy nurses. Dressed in a green surgical smock, she chats with one of the ship's corpsmen as they prepare for the next influx of patients.

Out on the windy helo deck, a ship's crewman repaints the white line which borders the helicopter landing area. He pauses and shakes the paintbrush, sending a spatter of white into the blue water of the South China Sea.

Then over the ship's loudspeaker comes a loud, clear voice: "Naval hospital . . . man your patient-handling stations for helo."

The painter plops his brush into the paint bucket and scurries off the helo pad.

The doctor leaves the International Ward and heads for the ship's triage ward, where corpsmen prepare intravenous solutions and first-aid equipment for the casualties soon to come in the approaching helo.

The nurse cuts her discussion short and begins giving crisp instructions to corpsmen — the wounded may need surgery in a matter of minutes.

The corpsman on the ship's deck looks up from his tapes, remembers he's off-duty, but rises and walks to triage anyway. They may need extra hands.

THE HELO LANDS. Stretcher-bearers, grimacing against the heavy, whirling wind from the rotor blades, reach the open door of the chopper with their stretchers.

They carry four wounded men from the helo, and down a canvas-covered ramp leading to the triage

(Continued on page 9)

Navy Nurses: Their

In August 1967, the Navy gathered a group of volunteers for an invasion into Da Nang, South Vietnam. The volunteers numbered only 20, and their armament consisted of crisp white uniforms, lipstick, perfume, tenacity, and a powerful weapon called TLC.

Their target was the wounded and sick young men who were fighting in Vietnam. The volunteers were members of the Navy Nurse Corps, and their special weapon was Tender Loving Care. This group of volunteers became the first women in the Nurse Corps' 60-year history to be stationed ashore in a combat zone. The original 20 are gone now, but in their place are 33 more nurses, serving beside the doctors and corpsmen, treating the battle casualties.

The Navy nurses, in their white uniforms, brought a touch of femininity to the Station Hospital. The nurses were the intangible and indefinable element that made complete the modern, 600-bed facility.

The sight of a woman in white is a welcome surprise to the wounded and sick young GIs. Many stare in disbelief, the expressions convey their appreciation, and for a few moments they forget the pain.

Months in the field make the young men wonder if there is still a real "world." The nurses bring it back to them.

The lonely men, the injured men, reveal to the women the fears, the hopes and dreams that they could never share with their foxhole buddies. The nurses become their confidantes — temporary substitutes for the women they left at home. The nurses themselves experience concern and compassion that might have been hidden in their more routine stateside existence.

The roar of the helicopters bringing in more casualties becomes a familiar sound — night and day. Each chopper means more wounded men that need medical help and TLC.

THE INCOMING choppers hold a special fear for a few of the nurses. Some have brothers, fiances, or even fathers in Vietnam, and the fear is that one day there might be a familiar figure lying on one of the stretchers.

Many of the nurses have met and renewed friendships with corpsmen who worked for them

raction on battle casualty is adjusted y Navy Nurse, LT Sue McCumber, and corpsman aboard USS Sanctuary.

Prescription Is TLC

in the peaceful wards of hospitals in the States.

"You are concerned about all the young men, but when it is someone you know, it really gets to you," comments one nurse.

Nursing in the combat zone is unlike anything the nurses have ever experienced in their careers. They see extremely traumatic multiple wounds that would never appear in a stateside ward or emergency room. Another thing they find amazing is the courageous spirit of the young men and their lack of bitterness at being wounded.

"Youth and resiliency are what keep many of them alive," states one nurse. "And they feel guilty about being in the hospital. They have a job to do and want to go back out and finish it."

The Navy nurses have found that nursing in Vietnam is an endless series of challenges and rewards. The physical injuries are a challenge to their nursing skills; the contagious spirit of the fighting men is their personal reward.

"We have no problems, only challenges," is almost a motto for the nurses. Anyone using the word "problem" is soon corrected. Boosting not only the patients' morale, but their own, is another of the challenges facing the nurses. They seek laughter and relaxation when and where they can.

A FAVORITE spot for relaxation is the lounge of their quonset hut quarters. Outside there are sandbags, barbed wire, heat and dust. Inside there is quiet air-conditioning, companionship and conversation. They talk of good times at previous duty stations and of home, family and pets. Regardless of how an evening begins the conversation usually turns back to the hospital wards.

A challenge is mentioned and everyone's mind snaps back to nursing. It is a 24-hour job and they cannot forget the patients for long. Their nursing objectives are the same as they would be elsewhere — sustaining life — but their proximity to the fighting makes forgetting impossible.

As the evening shift comes off duty the lounge becomes crowded and the tempo of conversation increases. But suddenly, above the din of chatter, a familiar, chilling sound is heard — the rattle of a machine gun and the boom of mortar fire. Everyone becomes tense and listens. The big question is in every mind: "Is it outgoing or incoming?" The phone jangles and the word is passed: "Condition One."

Navy Nurse LTJG Mary Overstreet checks patient's pulse and blood pressure in recovery room.

NURSES SCATTER, bang on doors to awake the sleeping, and then shrug into flak jackets and helmets. Quickly they roll under their beds . . . silently praying that it is just an alert and not incoming fire. In the darkness, they wonder what is going on in the wards. Is the hospital being hit? Are the patients safe?

"It's much better to be busy on the wards during an alert," says one nurse. "Back in the quarters you just lie there and worry. On the wards there are patients to look after."

The nurses in the wards have the task of getting a man out of his bed and under it, with a flak jacket and helmet for protection. If a patient cannot be moved he must be kept calm. His training and instinct tell him that he can't just lie there. A nurse stands beside his bed and tries to get his mind off the noise — often talking as much for herself as for her patient.

The nurses in the quarters may be under the beds for a few minutes or a few hours. Some nurses have become so accustomed to the alerts that they keep a pillow and blanket on the foam pad beneath their beds. Even when the "all clear" finally sounds they remain there and finish the night's sleep. Tomorrow will be another day of casualties and the rest is badly needed.

When the shortage of personal comforts (cosmetics, clothes, etc.), short shower hours, workload, monsoon rains and heat and dust start to drag their spirits, the nurses remember the men in the field — the men who seldom see a shower or eat a hot meal. "Then we don't really feel so bad," they say.

They remember too, the grateful smiles, the outstretched hand, the feeling of being needed — the special rewards of combat nursing.

—Story by Julianne Dodson,
Journalist 3rd Class, USN.

Sanctuary on the High Seas

TWENTY-NINE nurses live and work aboard the hospital ship *Sanctuary* operating off the coast of South Vietnam. It means caring for wounded men brought in by helicopter pilots.

They play a major role in the well-being of their patients. They lift morale, simply because they are American women — a rarity in the combat zone.

One patient woke up to a female voice and said, "Ma'm, just keep talking. I don't care what you say, it's just so good to hear an American girl's voice."

A nurse smilingly commented, "You begin feeling like a movie star after awhile. The patients take your picture every day.

"Sometimes we're the first girl they see when they come off the battlefield. They're always so surprised. One fellow said he thought he had died and gone to heaven . . . of course he may have been teasing me."

One nurse is assigned to each ward, with several hospital corpsmen assisting her. The nurses not only care for the patients, but also supervise the corpsmen and train them in special techniques.

Though the nurses have each worked in a special field at one time or another, they can pinch-hit for one another in emergency situations. Some have worked in intensive care units, others in surgery.

Their hospital, *Sanctuary*, their home as well, in some respects resembles a pleasure liner. The ship's passageways are wider than those on most Navy ships, to allow passage of two-wheeled stretchers. Her decks are wooden, and her stairways are just that, instead of the hard-for-a-girl-to-navigate ladders common to most ships.

NO PLEASURE liner, however, maintains 20 wards, four operating rooms, a pharmacy, and an artificial heart machine. And her two obvious distinguishing characteristics — the distinct smell of antiseptic and the red crosses on her white superstructure will bring any guest or newly arriving nurse sharply back to reality.

A reality which includes hospital beds with severely wounded casualties.

"I was really shocked when I first arrived . . . it's very difficult being young and seeing another young person so badly hurt," said a 24-year-old lieutenant. "And it's really surprising that so few complain . . . most are thankful for the medical teams which got them medical attention so quickly."

Association with their patients doesn't end when the nurses leave the wards, recovery, and operating rooms. They carry them in their thoughts to the wardroom, the lounges, and back to their cramped quarters. Here they lounge on their built-in bunks, and desk chairs . . . rising only occasionally to peer out the porthole . . . and they discuss how many casualties the helos have brought that day and why.

Even the whir of the hair dryer in their modern, but do-it-yourself beauty salon does not completely erase the hacking sounds of helo landings earlier in the day.

Their blue bathtub, a gift from the crew of USS *Vega* (AF 59), does offer some comfort. Here, after a tiring 12-hour shift a nurse can lie in the tub partly filled with hot water and relax.

The close ship's quarters day after day become frustrating. "One of the more difficult parts of our assignment," said one, "is the confinement. In the last six months I've been off the ship only three times. And there is a lack of privacy which is hard to get used to."

A recent arrangement now provides for an exchange program between the *Sanctuary* nurses, and those stationed at Da Nang Station Hospital. This permits the nurses not only to walk on land for awhile, but also to compare their floating hospital with the one ashore.

Why did these nurses volunteer to serve on a hospital ship? Some wanted adventure, some travel, some to serve their country in the best way they knew, and most for a combination of these.

—Story by C. A. Shaw,
Lieutenant (jg), USN.

Navy Nurse LTJG Karen Schulstad assists patient aboard hospital ship.

area. Here the wounded are gently lifted from the stretchers onto tables covered with green sheets. Corpsmen begin checking life signs. All are conscious, but one is too badly wounded to talk. A corpsman rips off the pants leg of a Marine's green fatigues. "What happened?" he asks. "Ambush?"

"Nope . . . just a booby trap."

These are the people of *Sanctuary* – the corpsmen, doctors, nurses, ship's crew – and the wounded young soldiers, sailors and Marines who fight in the Vietnam conflict.

The hospital ship differs from most Navy vessels in that she has two separate crews – one for the hospital, the other for the ship. Each has its own commanding officer.

The ship, which has four operating rooms and 20 wards, contains facilities comparable in many respects to those at the Navy Medical Center at Bethesda, Md. Ultramodern equipment at the fingertips of the medical team, such as a heart and kidney machine, complements their years of training.

Sanctuary and her sister ship *Repose* (AH 16) ply the South Vietnam coastline from Da Nang to Wunder Beach, about 10 miles from the Demilitarized Zone.

Aboard both ships there is running water, clean linen, hot meals, air-conditioning, pillows, radio, and nurses. All are important, and they play a big part in the well-being of the patients.

ONE of the patients remarked, "Man, when you get hit you don't think of much else but the pain . . . and wonder if you'll ever make it home again in one piece. But after coming aboard this ship . . . well, it just plain makes you feel like you've got a good chance after all."

In *Sanctuary's* first year on the line in Vietnam, her officers and crew cared for over 15,000 patients. More than one-third of these were admitted to one of the many hospital wards for detailed medical and surgical treatment and the majority were soon returned to active duty. Many of the others who needed further convalescence were evacuated to stateside hospitals near their homes.

Besides caring for American servicemen, *Sanctuary* also maintains an extensive program of caring for Vietnamese wounded – which sometimes poses some rather special problems.

One nurse recalled, "We had a Vietnamese gunnery sergeant aboard in our intensive care unit. He came in very agitated. He felt he was dying and didn't want to do so while still aboard our ship. He wanted to be on land among his own people." The sergeant was transferred to a Saigon hospital.

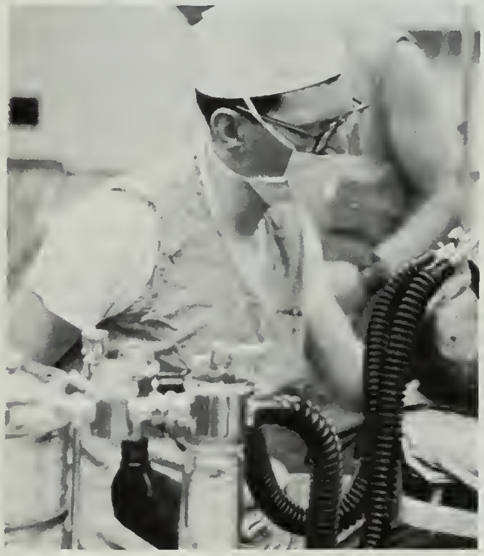
There are over 300 doctors, dentists, nurses, corpsmen, and medical service personnel assigned to carry out the ship's medical mission. The ship has modern X-ray facilities, a laboratory, a pharmacy, and complete dental equipment.

There are two blood bank refrigerators capable of storing more than 1000 units of frozen blood between them.

A modern medical technique used aboard ship is FAST – Fluorescent Antibody Staining Technique. This permits doctors to recognize quickly disease-causing organisms. In Vietnam, especially, this recognition is important. Of the over 4000 admissions to *Sanctuary* in one nine-month period, over half were due to disease.

The mobile helicopters, the hospital ships, and Da Nang station hospital – each with its skilled and determined personnel – are a winning combination in South Vietnam.

—C. A. Shaw, LTJG, USN
and J. Dodson, JO3, USN



Male nurse anesthetist administers anesthesia at Da Nang Support Activity Hospital.

Member of Preventive Medicine Unit examines tray of anopheles mosquitoes.

DC TEAMWORK
From the Top: (1) Helicopter from USS Eldorado (AGC 11) lowers emergency gear. (2) Crewmembers help lash Keonguo to assisting Vietnamese gunboat. (3) and (4) Teamwork keeps the pumps running and the gunboat afloat. (5) Portrait of USS Eldorado. (6) Crewmembers of Eldorado set up water pumps in the engine room.

USS Eldorado
TO THE RESCUE

THE AMPHIBIOUS communication ship USS *Eldorado* (AGC 11) rested silently in Da Nang Harbor. Crewmembers went about the daily routine. Suddenly the morning work schedule was interrupted by the blaring of the ship's intercom system.

"Away the rescue and assistance detail."

Immediately this team of specialists boarded the ship's boat and departed for the scene of the emergency. Not far from *Eldorado,* the crew of the South Vietnamese gunboat *Keongua* (PGM 604) were fighting desperately to save their small craft.

After striking a submerged rock and ripping a gash in the underside of her hull, the Vietnamese gunboat sent a request for assistance to *Eldorado.*

"We arrived on the scene at the same time as a second South Vietnamese gunboat," said Chief Warrant Officer William G. Naber, USN, who directed much of the team's efforts. "After boarding the sinking craft, we helped the crew lash *Keongua* to the assisting Vietnamese boat."

The crippled boat had lost all power, and the rock had made a split in the hull three feet long and four inches wide, tapering to a running crack. The men of *Eldorado* went right to work setting up two auxiliary water pumps in the engine room.

Water was rising to a six-foot level inside the engine room, but the pumps managed to keep ahead of the seawater. Adding to the problems, toxic fumes from the pumps began filling the remaining space.

"Several men were almost overcome by smoke," said the ship's assistant damage control officer.

FOR TWO HOURS the team, composed of *Eldorado's* First Lieutenant, four damage controlmen, two hospital corpsmen, a signalman, a radioman and 15 deck seamen, fought to save the vessel.

After the damaged craft was towed to the pier of a South Vietnamese naval base, the crew concentrated on putting a temporary patch on the hull.

"The patch was at best only a makeshift one," said Naber. "Skin divers from the Da Nang Naval Support Activity took a mattress and wooden plugs, and stuffed them into the hole from the outside of the hull."

The ship's helicopter helped by lowering additional emergency gear to the team. At one time a damage control pump specialist was lowered by the helo.

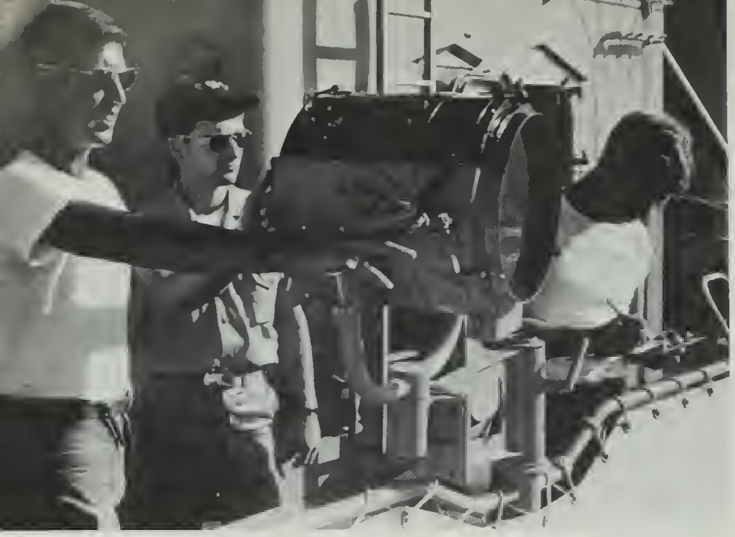
"After they lowered me from the helo, I had my hands full with those pumps," said Shipfitter 3rd Class Kermit Muse. "They were having trouble keeping the pumps running. I ended up priming them by hand."

The crew received a grateful "thank you" from the South Vietnamese for doing an outstanding job.

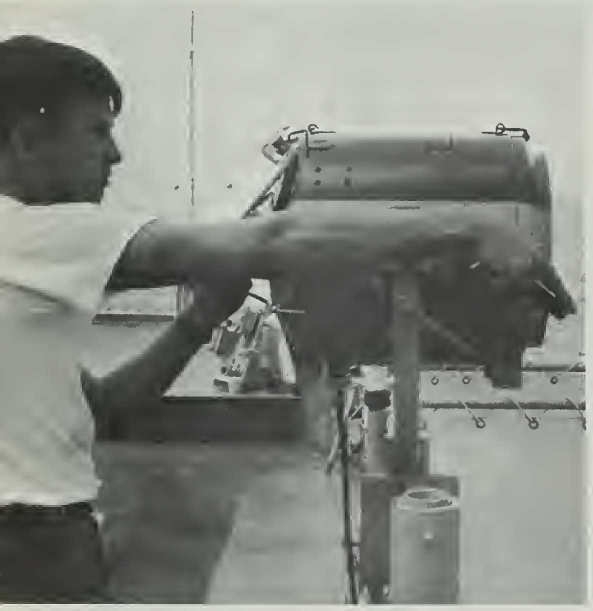
—Richard A. Reecht,
Journalist 3rd Class, USN.

BRIDGE TEAM —

QUICK AS A FLASH



MESSAGE MEN—Signalman 1st Class John C. Baldwin, ENS Barry R. Tya, and Signalman 3rd Class David H. Divell flash message. Below: Seaman Lester Carver at signal lamp.



SEMAPHORE—Signalman 2nd Class Gregory S. Smith waves out a message from his destroyer's bridge.

SIGNALMAN 2nd Class Gregory Smith looked out over the rail and squinted at the sinking light on the distant ship. Then he dictated to a seaman who was taking down the message.

From the top deck of the destroyer USS *Robert Wilson* (DD 847), Petty Officer Smith and half a dozen other Navymen were busy with the routine messages flashing among the ships of Destroyer Division 362 on Yankee Station.

They were performing a job that is one of the oldest in the sea service—and one of the most important—communication between ships at sea.

As signalmen they have to be fast, accurate and versatile.

They work with semaphores, blinker lights and the flag hoist—all traditional Navy tools of the trade. Even in today's age of electronics, the Navy still uses these time-honored devices except during heavy weather, when visual signaling becomes impossible.

"Two reasons," said Signalman 1st Class John H. Chamberlin. "First, the signals are international. We can talk with just about any ship in the world.

"Security is the second reason," Chamberlin continued. "At more than three miles, the flag hoist becomes unreadable. Even with excellent visibility, our flashing lights can't be read from more than 10 miles away."

That makes the Navy signaling devices ideal for squadron or convoy communications where ships travel relatively close together. Prying eyes on distant ships simply can't make out the messages.

WHEN OPERATING in an enemy area where a flashing light might betray the position of their destroyer, the crew uses infrared blinkers.

Signalman 1st Class John C. Baldwin explained that infrared light can't be seen with the naked eye, but with a special receiving unit the rays can be detected and read.

Further security includes the use of codes when hush-hush information is passed between ships. "We just send or receive the signals; we don't know what they say," Baldwin said. "All coded messages are taken down to Radio where the crypto men break them."

Colored lenses for the signal lamps also play a role on the signal bridge. Besides reducing the brilliancy of the white light, they are color-coded for different types of operations.

Amber lenses are used when destroyers or small ships are operating together; red indicates the ship is working with a carrier; green is used when river flotilla forces are involved.

"Whenever we can, we like to use the semaphores, though," Baldwin commented. "They're much faster. A man on the light can send six to 10 words a minute; with the flags, a good man can hit up to 20 words a minute."

Because of limited range, the ships have to be within a couple of miles of each other or in port before the signalmen break out the bright red and yellow semaphore flags.

THE FLAG HOIST has a number of uses, but on the business end, the signalmen run up flags and pennants that announce everything from gunnery exercises to divine services.

Then there's protocol. Part of the crew's job is to render honors to senior U. S. ships, to ships of other countries and to flag officers. They also set up the rainbow colors of dress ship at least four times a year on such special occasions as Independence Day or Washington's birthday.

The 3rd class petty officers, seamen and seaman apprentices on *Robert Wilson's* signal bridge actually handle most of the ship's message traffic, under the direction of the communications and signal officer, Ensign Barry R. Tyo.

The procedure for sending a message begins when the signalmen get a standard message form from the ship's captain or a flag officer on the bridge. They send the message immediately, record it in their log and report back to the bridge that the message has been transmitted.

Just what kind of messages flit back and forth at sea? There are any number of routine reports of fuel, water, position, readiness, operations, drills, requests for spare parts, or ship-to-ship queries.

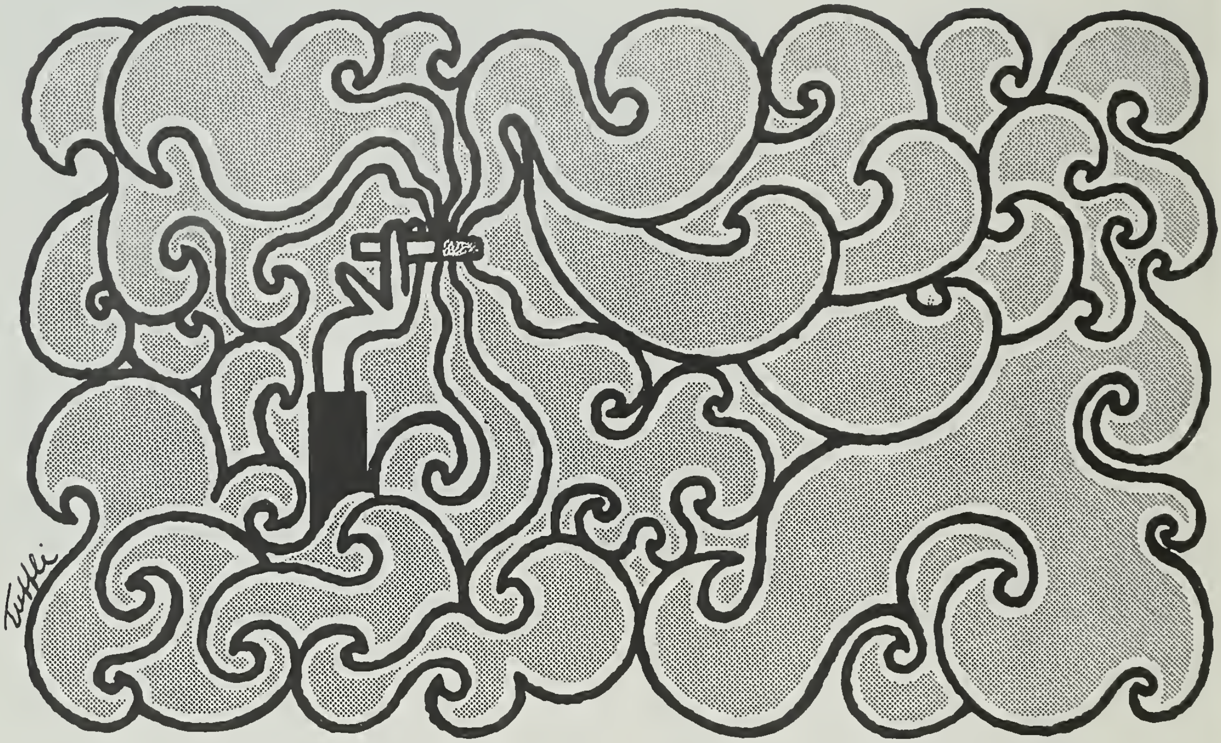
Whatever the orders from the bridge, the signalmen of *Robert Wilson* have a light or a flag or a pennant to get the message across. If they don't have the appropriate flag or pennant, they'll make one—they're experts on the sewing machine, too.

—Bill Honerkamp,
Seaman - Journalist, USN

SIGNALMAN G. S. Smith waits for reply. Right: Signalman 1st Class John Baldwin dictates incoming message to Seaman Bryan Fleenor.

PSSST...

Have You Heard What They're



YOU PLAY AROUND with pot long enough, you're going to get yourself in trouble. Big trouble.

It just isn't worth it. You might get away with it once—if you're not caught. Some might get away with it two, three or four times; but sooner or later they're going to get caught.

The kicks a man gets from pot are relatively minor.

The penalties are big, BIG, BIG. And they last for a long time.

The same, and more, goes for LSD, coke and horse; bennies and goofballs.

It just isn't worth it.

What does this have to do with you? You're not a hophead and you have no desire to fool around with pot or any other drug, right?

Saying About Mary Jane?

OR

KEEP OFF THE GRASS

Fine, but it does no harm to be aware of the pitfalls and to avoid the trap. You might even be able to pass on some good advice to somebody who needs it. During recent years, there has been an alarming increase in the irresponsible use of drugs. At the same time, there has been widespread and misleading information on the effects of certain types of drugs, particularly marijuana.

You are in a peculiarly vulnerable position. Navymen travel to almost every port in the world, and seaports are, by and large, noted for their availability of almost anything. Thus, dangerous drugs may be ready and waiting for you in any liberty port you visit.

Avoid them. Before you take *any* medicine or drug without an o.k. from your doctor, be sure—really sure—that you know what you are doing.

DRUGS RANGING from aspirin tablets to "miracle" chemicals have an important place in medicine. Think of them as chemical substances intended to cure or prevent disease, or to relieve pain from illness or injury, nothing more, nothing less. But treat them with respect.

No matter how beneficial a drug is as medicine, it can be deadly when misused.

Commonly misused drugs include:

- *Opiates.* Heroin (horse, "H") is probably the most frequently misused opiate. It is severely addictive, both psychologically and physically.

The "H" user eventually is removed from reality and loses control over his life. He cannot function without heroin; he loses interest in his job, his family, and life itself. He needs increasingly larger doses to get high, and, deprived of the drug, his body undergoes painfully severe reactions.

"H" is expensive. Those who use it often turn to crime to get money to feed the habit.

- *Depressants.* Barbiturates (barbs, goofballs) are sedatives primarily prescribed to induce sleep or relieve tension, and to help control epilepsy or high blood pressure.

Those who misuse barbs usually are identified as disorganized individuals who refuse to face life, and want a quick, easy escape from reality. Barbs provide a false feeling of security and well-being—for a while.

As is the case with narcotics, the body reacts to barbs in such a way that increasingly larger doses must be taken to get high. However, unlike narcotics, the body changes which require increasingly larger doses do not give the body a greater capacity to accept an increase without poisonous effects. Because of this, many barb users poison themselves—to death.

Or, if the barb supply is suddenly discontinued, severe pain, convulsions, delirium and death sometimes follow—in that order.

- *Stimulants.* Amphetamine drugs (bennies, pep pills, speed) are used medically for such problems as mild depression and in weight control. Those who misuse them usually try to combat fatigue or reach a feeling of super-exhilaration.

A main danger in the misuse of amphetamines is the possibility of mental illness. As with most other drugs, increasingly larger doses are required to produce results. But doses frequently lead to paranoid thinking (unfounded suspiciousness and hostility). There also may be unpleasant hallucinations, such as the feeling that your body is covered with insects. Severe depression, perhaps even suicide, may result when the dosage is reduced.

- *Hallucinogens.* Lysergic acid diethylamide (LSD, acid) is a potent hallucinogenic that recently has generated a good deal of debate. LSD is the subject of research but, as yet, is of no known medical benefit.

The effects of LSD are bizarre and often fatal. Sight, sound and sensation become distorted. The LSD trip may be good or bad, and no one, not even your guru or your psychiatrist, can tell you which you will have.

The Bureau of Medicine and Surgery believes that anyone who takes LSD even once could possibly go insane long after the immediate effect has ended (ALL HANDS, April 1968). There also is evidence that LSD injures hereditary genes. Before you try it, be prepared to face the possibility that any children you have afterwards may be deformed.

Going to Pot

THE MOST FREQUENTLY misused hallucinogen marijuana. Little is known about its long-term effects, but do not be misled by what you hear about pot being safe. Pot, tea, grass, weed, Mary Jane, MJ, or whatever you call it, has *no known value in medicine.*

The active ingredient in marijuana, tetrahydrocannabinol (THC), is potentially very dangerous. A given dosage may have no apparent ill effects on one person, but may cause psychotic reactions in another. You never know until you try it, *but don't.* It usually is impossible to know just how strong a dose is before you take it. Here's why:

The strength of marijuana depends on where and

how it is grown, how it is prepared for use and how it is stored. Types available (illegally, of course) in the United States usually are less potent than kinds grown in Asia, Africa or the Near East.

Acapulco Gold from Mexico is more potent than a homegrown variety. Hashish (Middle East), kif (North Africa), majen (China), dagga (South Africa), maconha (South America) and ganga, charas, and bhang (India), are other brands of this bad news you conceivably could come across.

But whether you roll it into cigarettes (reefers, joints, sticks), smoke it in a pipe, sniff it, or take it in food, it's impossible to know what you really are in for.

Mary Jane Is 5000 Years Old

Marijuana is one of the least understood of all natural drugs, even though it has been known to man for some 5000 years. It is found in the flowering tops and leaves of the Indian hemp plant (*cannabis sativa*), which thrives in mild climates throughout the world, particularly Mexico, Africa, India, the Middle East and Vietnam. Early in Chinese history, it was given to relieve pain during surgery.

For use as a drug, the leaves and flowers of the plant are dried and then crushed or chopped into small pieces.

As an intoxicant, marijuana was introduced in the United States about 1920. Its general use was outlawed in 1937 by the Federal Marijuana Tax Act. Traffic in the drug now is legally restricted in nearly every civilized country in the world, including those where it is used in religious ceremonies or as native "medicine."

The illegal use of marijuana in the United States has been on the increase during recent years. Since 1960, arrests on marijuana charges have more than doubled. However, the extent of its use is impossible to determine; some health authorities believe that from four to five million Americans have used the drug at least once. Other estimates run as high as 20 million.

Marijuana Is "Safe"—Who Says So?

You probably have heard it said that marijuana is no worse than alcohol. This is one of the misleading arguments that those who use pot are quick to bring out.

With alcohol, you usually know what you're in for. No matter how bad it may be, the proof of an alcoholic drink in this country is reasonably constant.

But even so, would you rely on a shipmate who takes a few drinks before standing a watch? Do you know there is such a thing as alcoholism? Ask the wife (or husband) of an alcoholic what a bargain they have.

Another favorite pro-pot argument is "marijuana is not harmful."

How many doctors can you name who recommend it?

"Marijuana is not addictive. I've been smoking pot for 15 years, but I can quit any time I want to."

Sure you can.

Even weaker: "It's the thing to do." So was glue-sniffing. Ask a kid who was lucky enough to come out of a glue coma what a nice kick that was.

And, don't bet your paycheck on this one: "It'll be legal in a couple of years."

A Dependent You Don't Need

The National Institute of Mental Health in a report on marijuana last year admitted that medical science does not fully understand the long-range effects of marijuana. This is because the active ingredient, THC, only recently has been produced in a pure form for research.

KEEP OFF THE GRASS

Most health authorities think in terms of marijuana dependence rather than addiction, because the drug usually does not cause the same type of physical need that results from misuse of heroin and other narcotics.

For example, the National Institute of Mental Health frankly admits that no direct cause and effect link between the use of marijuana and narcotics has yet been found.

However, more than one study has shown that 80 per cent of the narcotic addicts in this country previously smoked marijuana. And, it is clear that a person who is inclined to misuse one drug may graduate to other, stronger drugs in his search for "kicks" or "escape."

It also is obvious that a pot smoker is more likely to be exposed to stronger drugs through his contacts with pushers and other users.

Whatever, pending the outcome of more meaningful research, health authorities state flatly that scientific evidence does not support reports that marijuana is safe.

How Pot Reacts

WHAT IS KNOWN about pot generally amounts to this:

It has no use in modern medicine. It is used illegally, mainly for its intoxicating effect. The social setting in which it is taken, and what the user expects marijuana to do for him, may influence its reaction.

When smoked, marijuana enters the bloodstream and begins to act on the brain and nervous system within 15 minutes, depending on the strength of the marijuana used.

The pothead is affected in his mood and thinking. Effects may range from depression to excitement. Some users experience no change of mood at all.

Typically, the sense of time and distance may become distorted. A minute may seem like an hour; something nearby may seem far away.

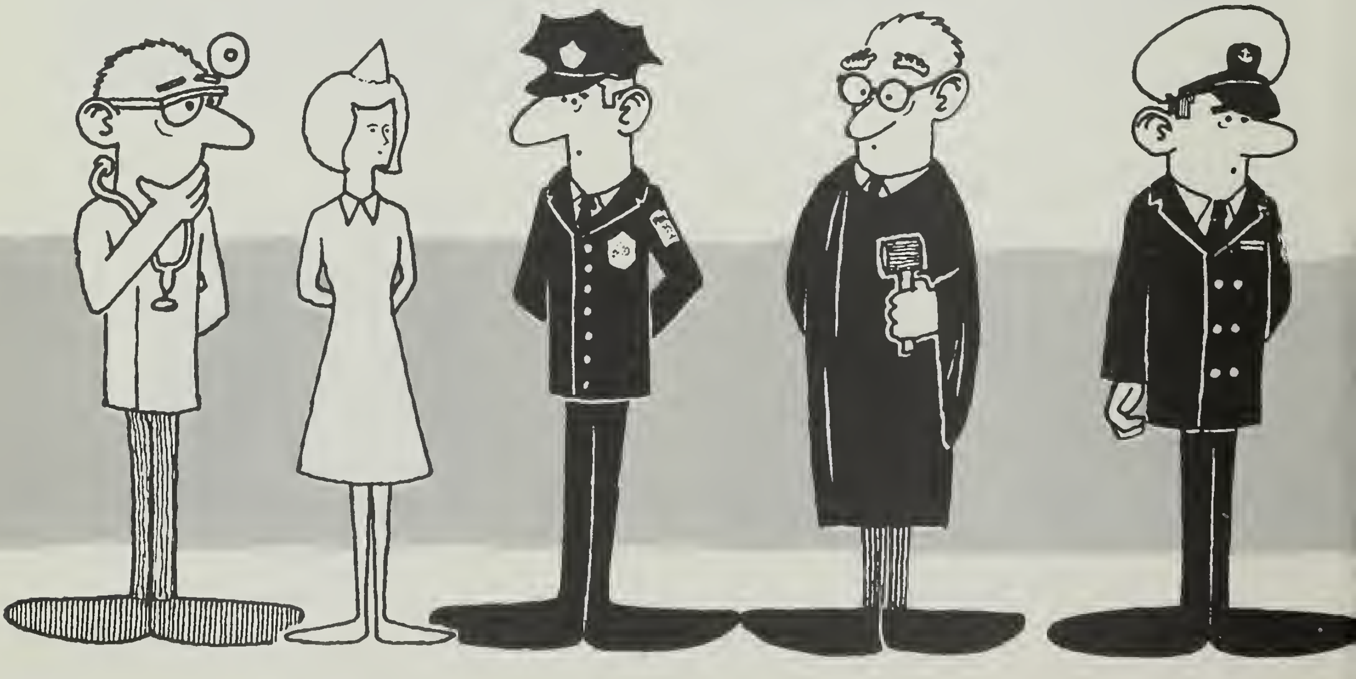
Judgment is affected. It may be difficult for a pot smoker to make decisions which require clear thinking. He finds himself easily swayed by the suggestions of others.

Obvious physical reactions include increased heartbeat, lower body temperature, and reddening of the eyes. Blood sugar levels change and the appetite is stimulated. The body begins to dehydrate.

The user may act drunk. He becomes talkative, loud, unsteady, or drowsy, and finds it hard to coordinate his movements. His response to an emergency is unpredictable. He should never attempt to drive an automobile while under the influence of marijuana.

A Losing Proposition

MISUSE OF MARIJUANA or any other drug is a losing proposition. "Experiments" with drugs, out of intellectual curiosity or for any other reason, can lead to progressive deterioration, mentally, physically and morally.



You first are viewed as someone who lacks emotional stability and respect for the law. If you get caught using drugs illegally in the military—and those who try it usually do get caught—you'll have a mark on your record that will close many doors to jobs on the outside—and that's where you'll wind up, if not in jail.

Before you do get caught, you're a security risk. You can be blackmailed. You might overlook or ignore proper security measures. You're a loser all around, and there's no room for you in the Navy.

Ask yourself if you would trust the fate of your unit, ship or aircraft, to someone who misuses drugs. The lives of everyone on board ship can depend on the judgment and alertness of one man assigned to close certain watertight doors, for example. The success of an aircraft mission may depend on the ground maintenanceman or radar operator who thinks clearly and knows what he is doing.

Expensive Habit

VIOLATION of the Federal laws which prohibit the use or possession of marijuana can mean 10 years in prison and a $20,000 fine—for the first offense. What may be even worse to the military offender is the court-martial, unfavorable discharge and up to five years in prison prescribed by UCMJ.

The family, social and employment problems that invariably follow a less-than-honorable discharge are not make-believe. Hard-core case histories were emphasized last year in a BuPers Notice 1626 series (ALL HANDS, April 1968). It was pointed out that an adverse discharge can disqualify a man from receiving most of the veterans' benefits that were designed to assist him in reestablishing a civilian career.

These include education rights, apprentice training, federal vocational rehabilitation, hospital care, and service-connected disability compensation.

The Navy also knows that most employers on the outside refuse to hire a man who receives a less-than-honorable discharge, or anyone convicted on a drug charge.

Another important point to consider is that a desire to misuse drugs is not consistent with a wish for individual freedom. Torn down physically and mentally, the drug abuser's time, money and energy all are wasted. His interest in anything but drugs gradually disappears. Contact with normal society eventually is lost forever.

The price of cheap kicks with drugs can be plenty high.

In summary, remember that drugs never have precisely the same effect on two individuals. A buddy might get away with pot for a while, but chances are he'll soon be in big trouble. Don't follow his example. He is probably headed for a broken home, jail, a mental institution or the morgue.

If you already have tried marijuana, or any other drug, stop now, before it's too late. And remember this —if you get busted, neither your shipmates nor the pusher are going to serve your sentence or live the rest of their lives with your BCD.

You are, and no one else.

You'll Recognize This One—

Rainbow In the Sea

FLAG FINALE—Submen of Argonaut fold flag following decommissioning. Below right: Canadian honor guard stands by for commissioning.

Decommissioned, recommissioned and rechristened—all in the same day?

That's what happened to the United States submarine USS *Argonaut* (SS 475) in December when she became Her Majesty's Canadian Ship *Rainbow* (SS 75).

U. S. Naval Station in Norfolk, Va., home port of more than 200 ships and some 105,000 Navymen, was the setting for the transfer. The

ceremonies at the Naval Station's Destroyer-Submarine Piers began with the playing of the U. S. and Canadian national anthems. Lieutenant Commander Patterson C. Taylor, USN, commanding officer of *Argonaut,* then read the decommissioning directive that ended the submarine's 23 years of active service in the United States Navy. She has won Battle Efficiency "E" awards for the last two years.

Vice Admiral Arnold F. Schade, USN, ComSubLant, gave the traditional toast to the Canadian crew of "fair winds, blue skies and following seas."

He then ordered the National Ensign hauled down, and delivered the transfer documents to the Canadian Armed Forces.

The rechristening of the submarine was performed by the wife of Vice Admiral J. C. O'Brien, CD, CAF, Commander Canadian Maritime Command.

"I name this submarine Her Majesty's Canadian Ship *Rainbow.* May God bless her and all who serve in her," she said.

NEW FLAG—Canadian sailors raise flag during commissioning ceremonies.

THE SUB thus became the second ship of the Canadian Armed Forces to bear the name. The first *Rainbow,* a light cruiser commissioned in 1910, was the first ship in the Royal Canadian Navy.

As the sun glinted on the new gold letters of her name and the red maple leaf painted on her sail, the Canadian Maritime Commander called on *Rainbow's* new crew to "cherish and build on the traditions of our submarine service."

Lieutenant Commander C. E. Falstrem, CD, CAF, the new commanding officer of the submarine, and his crew had spent the preceding three weeks aboard the submarine, learning all about her. They then departed for the sub's new home port of Victoria, British Columbia, accompanied by the Canadian destroyers *Skeena* and *Annapolis.*

The first USS *Argonaut,* also a submarine, was sunk early in 1943 in action against a Japanese convoy in the Pacific. The present *Argonaut* was commissioned in January 1945 at the Portsmouth Navy Yard in Portsmouth, N. H. During her only war patrol she sank one cargo junk and rescued one downed American pilot.

In 1946 she was assigned to duty with the U. S. Atlantic Fleet. Her primary missions have included submarine and antisubmarine warfare and antishipping exercises. During her 22 years of service in the Atlantic Fleet she has visited ports throughout the North Atlantic and Mediterranean areas.

THE NEWLY christened *Rainbow* is 312 feet long. She is armed with 10 torpedo tubes—six forward and four aft—and can carry up to 26 torpedoes. The pressure hull is 18 feet in diameter and is capable of descending below 400 feet. Her propulsion plant consists of four diesel engines, roughly the size of those used in railroad engines, which drive electric generators. The electricity is used to drive four large electric motors which turn the two propellers.

While submerged the sub uses electricity from storage batteries weighing about one ton per cell. Submerged speed is about 10 knots and surface speed about 18 knots.

Rainbow is a Fleet snorkel submarine with a crew of 75 enlisted men and 10 officers. Unlike submarines without the snorkel system, she is capable of remaining underwater for periods limited only by the amount of fuel and food aboard. The snorkel system takes air into the submarine by a telescoping pipe in order to operate the diesel engines. An exhaust pipe carries the engine exhaust to a point just below the surface. While snorkeling, batteries can be charged when needed.

—Story by Gary W. Vorhes,
Journalist 3d Class, USN.

San Diego - Trained RVN Recruits

LAST YEAR, after the Viet Cong began their Tet offensive against the Republic of South Vietnam, a group of young Vietnamese men signed up for the South Vietnamese Navy. The men, all volunteers, were inspired to do their bit in protecting their country. Shortly after, two companies of these recruits arrived in the United States for instruction at the U. S. Naval Training Center, San Diego, Calif.

The 99 recruits were assembled in two companies, each having both a Vietnamese Navy chief pet-

Photos clockwise from left: (1) Squared away RVN recruits in company formation. (2) Recruit tries binoculars during trip to amphibious base. (3) Marching is taught by Senior Chief Benjamin Nelson. (4) Seabags on shoulders, recruits go to next training phase.

SAN DIEGO TRAINING—(Photo far left) Vietnamese Navy recruits salute during military inspection at San Diego. (Photo at right) Manual of Arms is one of many aspects of U. S. Navy recruit training learned by RVN recruits. (Above) During a break in training, recruits visit the city.—Photos by Robert E. Woods, Photographer's Mate 1st Class.

ty officer and a U. S. Navy CPO as their company commanders.

The transition from civilian to military life is a difficult road even for some U. S. recruits, but in the case of the Vietnamese it was not so difficult. Military life is a part of the everyday life of most South Vietnamese, who have grown up in their war-torn land.

Recruit training for the Vietnamese in San Diego was the same as for U. S. Navymen, except that some of the classes in government were supplemented by classes about government in their own country.

The training they undertook gave them knowledge and skills that will help them in their Navy, and also better enable them to understand and work with U. S. naval advisors serving in Vietnam.

During their training the Vietnamese spent three days at Camp Pendleton, Calif., learning to fire weapons they will use in fighting for their country's freedom.

While the men were in California, they were treated to a few recreational tours, not normally provided during recruit training, such as a trip to Disneyland and the San Diego Zoo. Probably one of the biggest thrills for the Vietnamese was a visit to a shopping center.

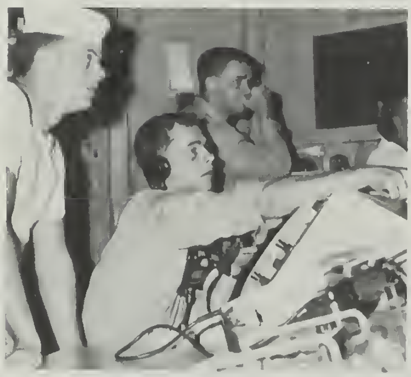
At NTC San Diego's 886th graduation, something new was added in the ceremonies. The national ensign of the Republic of Vietnam was flown to honor the graduating Vietnamese recruits.

The story and photos on these two pages give a glimpse of the training the recruits received at San Diego.

Photos clockwise from below right: (1) RVN company flag. (2) Recruits learn to use fog during firefighting training. (3) This training position is familiar to all recruits. (4) Square knot is checked during inspection.

TRALANT: Atlantic

There is only one thing that is simple about the Training Command, U. S. Atlantic Fleet—its mission. COMTRALANT has the job of supplying technically trained personnel for the U. S. Navy. In this era of an electronic, supersonic, nucleonic Navy, continuing emphasis must be on brains rather than brawn, and those brains must be well trained. How TRALANT goes about the tremendous job of carrying out its mission is an impressive story. It is a story that is one of good organization, impressive operations, long-range coordination and expertise.



Fleet University

BEFORE THE SECOND WORLD WAR, the Navy's technical knowledge centered in a corps of well trained professionals who provided operating crews for new units.

This system worked while the Navy grew at a regular pace, but a new training organization was needed when World War II increased naval shipbuilding schedules.

The requirement for crews to man new ships siphoned professional Navymen into long-term teaching schedules, at the expense of operational efficiency. It soon became apparent, therefore, that ships' crews would have to be produced in weeks rather than months.

A partial answer to the problem lay in precommissioning and shakedown training which, by 1942, was conducted at four locations along the East Coast.

By this time, the number of Navy ship types had increased from a prewar 39 to 104, and construction had begun on 800 destroyer escorts. Over 100,000 enlisted men and 5000 officers – almost all without maritime experience – were being trained to operate them.

Such training formerly had been administered by the Bureau of Naval Personnel, but BuPers was already overburdened.

TO RELIEVE the pressure, the Fleet Operational Training Command, a predecessor of the present organization of TRALANT, was established in 1943 to give newly assembled crews operational training while ship construction was in its final stages. The new command also directed shakedown training and provided periodic refresher courses.

Although the new organization was at first hampered by a lack of facilities (six ships, seven shore-based schools with no training aids and too few instructors), these difficulties were soon overcome and, before the war ended, the command had turned out crews for 5587 ships from small craft to battleships.

When WW II hostilities ended, many Navymen expected training functions to revert to type commanders, but circumstances ruled otherwise. Rapid personnel turnover and advancing technology increased the importance of the command's instructors who taught Navymen to operate increasingly sophisticated ships and weapons.

IN 1945, this nucleus of instructors from the Fleet Operational Training Command was used to form the Training Command, U. S. Atlantic Fleet, which is operating today.

The command's mission now includes precommissioning, shakedown and refresher training for ships and individual and team training, utilizing classroom instruction and numerous tactical training devices.

The Training Command also develops training doctrines, policies and exercises, conducts inspections and assists type and operational commanders in maintaining the combat readiness of the Atlantic Fleet.

Although these duties can be stated briefly, their execution entails endless planning and work and an unrelenting effort to keep the Navy abreast of ever-changing world conditions and technology.

The Training Command's duties also involve a continuous review of its own procedures. Instructors, for example, must be trained in various aspects of naval technology to conduct on-the-job training in subjects covered by TRALANT curricula.

Special problems arise in the Fleet which must be coped with periodically. For example, when maintenance procedures slip and Fleet commanders find themselves in need of training courses for their men, the need can clearly be seen. Satisfying the need, however, is not always easy, because – you guessed it – of limited funds and personnel.

INGENIOUS SOLUTIONS have frequently come from TRALANT, such as package maintenance courses – rearranging the curriculum of a long course so that a shipboard technician need take only a short portion covering the material actually needed in his present duties.

During TRALANT's operative lifetime, great advances have taken

U. S. Fleet Training Center's technical training building opened in 1967.

place in ship construction which have resulted in requirements for the Atlantic Fleet Training Command to conduct special instruction.

One such occasion was the opening of the St. Lawrence Seaway. Courses were conducted at Fleet Training Centers at Newport, Norfolk and Charleston to train officers and enlisted men in the special rules of the road used in the Seaway before the U. S. Navy's first ship passed through in the summer of 1959.

Navymen from friendly foreign countries have also been a continuing training task of the Atlantic Fleet Training Command. Orientation courses are given to senior officers and functional training is offered to officers and enlisted men in almost every phase of naval warfare.

Much of the training given to foreign personnel is concerned with precommissioning and shakedown of ships being transferred under the Military Aid Program.

As might be expected, the command's principal shore-based training is centered in and around Norfolk which is the home of Commander Training Command. The Underway Training Unit and the Fleet Training Center, Norfolk, the Missile Weapons Systems Training Unit, the Atlantic Fleet ASW Tactical School, the Fleet Anti-Air Warfare Training Center and the Nuclear Weapons Training Center are also located in or near Norfolk.

We'll take a closer look at these activities on the following pages.

Underway Training Unit

EDUCATORS in the civilian world have long maintained that learning by doing is among the more effective methods of instruction.

The U. S. Navy would be one of the last organizations in the world to deny this.

The Underway Training Unit at Norfolk relies on this principle of on-the-job training to teach Navymen their duties while their ship is actually operational at sea.

The Underway Training Unit is concerned principally with shakedown training for new ships and refresher training for those completing regular overhauls. In the spate of shipbuilding which has taken place during the last decade (including the many conversions), the Norfolk-based unit has taken over new crews which have been indoctrinated in precommissioning training, and polished their knowledge to the point where even the relatively inexperienced man soon becomes a seasoned member of the crew.

Like everything else done by the Atlantic Fleet Training Command activities, underway training is far from a simple matter. One of its more obvious complications is that crews must learn new skills which have sprung from advancing technology. Guided missiles training and antisubmarine warfare are examples.

Once the precommissioning crew mans a ship, its training must be maintained. This is accomplished by the commanding officer and ship's personnel assisted by the Underway Training Unit which provides specialists in shipboard training.

The Underway Training Unit exercises administrative control over the units assigned for training, and controls training services as well. It also schedules services which are made available to other commands.

LEARNING AT SEA—Instructor observes operations in ship's CIC while aboard *USS Kenneth D. Bailey* (DD 713) as destroyer undergoes Fleet training at sea.

Fleet Training Center, Norfolk

Learning by doing is a fine idea, but it doesn't cover all situations; some training must be provided through classroom instruction, practical demonstration and team training devices.

Such is the job of the U. S. Fleet Training Center at Norfolk. This is the way that ships of the Atlantic Fleet, including newly commissioned or reactivated ships, are manned by crews of well trained men.

The center has been remarkably successful in performing its mission because it keeps pace with the rapidly changing procedures and doctrines of the Navy. This requires that the officers and enlisted men of the instructor cadre maintain current training techniques, including devising new practices for Fleet-wide use.

The center's courses – which number more than 60 – range in length from one-half day to 12 weeks. The majority last about five days.

Since 1961, some 15 years after the center opened, more than a quarter-million officers and enlisted men have been trained through these courses and, as the number of trainees increased, so did the number of courses.

When the center opened its doors on 1 Jan 1946, it offered four schools (CIC, ASW, Firefighting and Communications) which taught 34 courses.

In 1947, a Damage Control school was added and, later that same year, instruction was inaugurated in atomic, biological and chemical warfare defense. Precommissioning training was added in 1953.

When the Chesapeake Bay Fleet Training Group was discontinued in 1956, the foreign ship training section was opened at the center. It offered shakedown and refresher training to the crews of foreign allied as well as United States ships. In 1961, this section was redesignated the Underway Training Department.

When all the subordinate commands of COMTRALANT were placed in a task group organization in 1962, the Underway Training Unit and the Fleet Training Center were established as separate units of the organization.

Eventually, this department was reorganized and its personnel and facilities were transferred to the Underway Training Unit and placed in a sea duty status.

In 1958, a gunnery school was added and subsequently named the Underseas Weapons and Fire Control School. A few years later, the gunnery portion of the school was transferred to Dam Neck, Va.

In addition to these changes a Petty Officer Leadership School was established in 1959.

The firefighting school, which is the oldest of the Fleet Training Center activities, was established in 1942 and became a part of the center in 1946. Training at this school is probably the most spectacular offered at the entire center, yet the school's safety record for this hazardous training is as spectacular as the training.

Here thousands of Army, Navy and Marine Corps personnel face mockups of blazing ship compartments to simulate casualties which they hope never to encounter at sea, but which they must, nevertheless, be prepared to meet. The school uses ship compartment mockups which are set ablaze with oil fires to be extinguished by students using shipboard equipment.

In addition to shipboard personnel training at the school, courses are offered in pilot rescue, aircraft firefighting, shipyard and both volunteer and municipal fire department personnel training.

It wasn't until July 1967, when the center's new technical training build-

HOT SUBJECT—Students learn firefighting at Fleet Training Center, Norfolk.

ing was dedicated, that the entire organization was consolidated into one large training complex. Only the firefighting school and the surface ship ASW Attack Trainer are located in other areas of the Norfolk Naval Station.

The new building houses a mockup which simulates part of a destroyer's hull section. Battle damage is artificially produced. While ersatz seawater floods the compartments, students use the damage control techniques they have learned to save their ship.

This simulator is commonly known as *Buttercup*.

Within the building there is also a ship's characteristics demonstrator which consists of a large basin of water in which radio-controlled ship models are maneuvered in various conning situations by students.

This demonstrator is the heart of the center's navigation division which also teaches shiphandling and tactics, rules of the road, loran operation and maintenance, and petty officer leadership.

The navigation contingent is part of the Operations and Weapons Training Department which also embraces the CIC Division, ASW Division, Underseas Weapons Division, Communications Division and the Maintenance Data Collection Division.

The faculty and administrative personnel of the Fleet Training Center number more than 160 officers and enlisted men whose dedication and adherence to high training standards produce the best trained fighting man afloat.

ASW Tactical School

The Atlantic Fleet ASW Tactical School trains senior officers of antisubmarine units in intertype ASW tactics and techniques. Students also evaluate current tactics and help develop new ones.

This school at Norfolk is unusual in that officers of varying backgrounds (air, surface and subsurface) are trained together in the ASW field.

Courses are also available to flag officers and captains who occupy such billets as HUK group commanders, Fleet air wing commanders, destroyer and submarine division commanders.

The next level of instruction, which emphasizes operations, is for commanding and executive officers of ships, subs and air squadrons.

A pre-sail indoctrination course is available to HUK men in task groups. Request courses are also taught to smaller groups such as Fleet airborne electronics training unit students, CIC teams and Air ASW units of destroyers and submarines.

All courses stress the capability, limitations, thinking and operations of the enemy, knowing one's own capabilities and limitations and understanding the environment in which the fight will take place.

All this is taught in a building whose 40,000 square feet of floor space simulates 360,000 square miles of ocean.

The building houses the school's analog/digital trainer which is divided into 36 individual rooms in this specially constructed building. Here 18 of the rooms represent command centers of destroyers or submarines; 16 represent rotary or fixed-wing aircraft; one represents an aircraft carrier and one the flag plot of a task force commander.

Each command center is isolated from the others except for the communications and sensing equipment — radar, sonar and electronic countermeasures — normally found in submarines, aircraft and surface ships.

In the 300-seat auditorium, there are three large projection screens and five instructor consoles. The center screen represents the ocean area of 360,000 square miles while the screens on either side can be used to show closeups of selected parts.

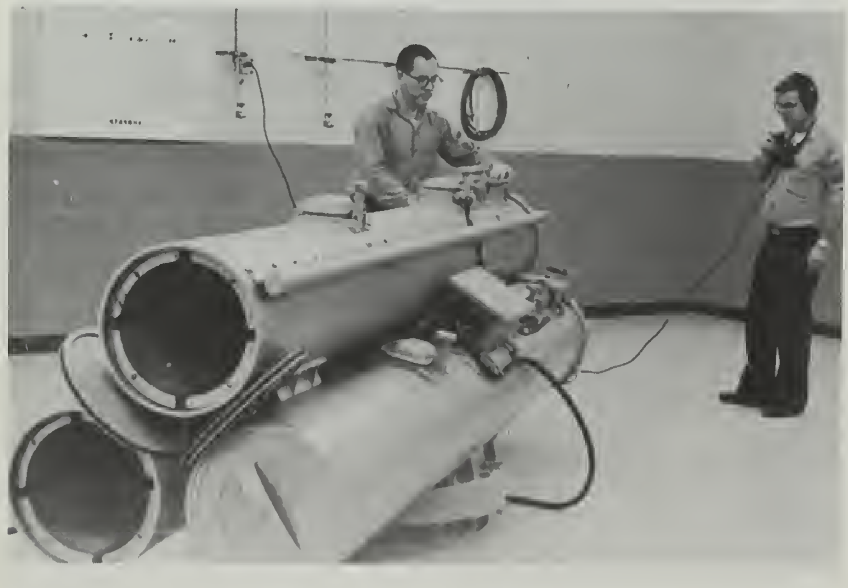
From their positions on a balcony, the instructors use their consoles to control the tactical exercise.

The exercise begins when the instructors project their enemy subs into position. They can maneuver their submarines as the tactical situation dictates.

By relying entirely on radio communication and on radar, sonar and other sensing equipment, students in the 36 command centers coordinate their attack with other ships and planes in response to the situation created by the enemy submarines. The students receive no other information nor can they see the display screens which show the progress of the exercises.

As the task force coordinates its attack and closes in on the enemy submarines the action is projected onto the three screens in the audi-

FIRE AWAY—Instructor demonstrates firing torpedo from above-water mount.



torium and can be evaluated by the instructors and observers. Each ship and aircraft in the task force is represented as an individual color-coded dot of light and its actions are traced across the screens. While the exercise is underway, it is recorded on tape for playback to the trainees for critique purposes after the problem is completed.

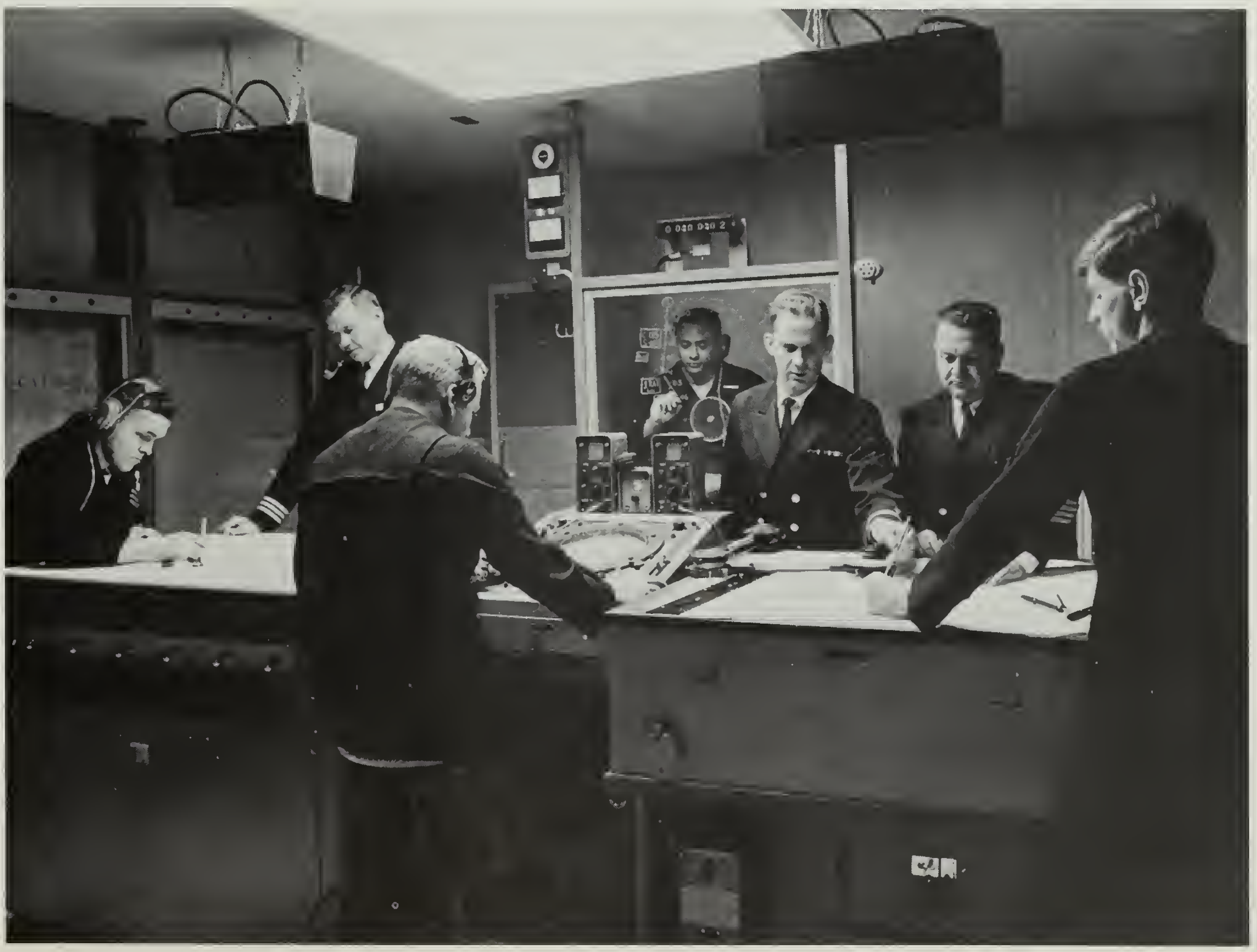
The ASW tactical trainer may be spectacular, but it is by no means the only element of the ASW school. The trainer is supplemented by a comprehensive library of reports of antisubmarine exercises, tactics and research, all of which is made more effective by a system of rapid "retrieval of information."

In addition to its primary role as a source of current ASW information and history for the use of staff instructors and the school's students, the library also serves as a research center for operational planners and civilian contractors developing antisubmarine warfare equipment for the Department of Defense.

ADM Ephraim P. Holmes, Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet, and Supreme Allied Commander, Atlantic, leads the way down deck of USS Springfield (CLG 7) following ceremonies. He is followed by VADM B. J. Semmes, Jr., Commander Second Fleet, and VADM Charles K. Duncan, Chief of Naval Personnel and Deputy Chief of Naval Operations for Manpower and Naval Reserve.

RADM Earl R. Crawford, USN, Commander Training Command, U. S. Atlantic Fleet.

LIKE REAL—Students man destroyer/submarine command center in ASW problem at Fleet ASW Tactical school.



AAW Training Center, Dam Neck

THE BEGINNING of the U. S. Fleet Anti-Air Warfare Training Center at Dam Neck, Va., was distinctly not in keeping with its impressive title. The center, at that time, consisted of two small buildings in an otherwise undeveloped marshy site.

The center's staff consisted of the commanding officer (Lieutenant Phillip D. Gallery) and his wife (who acted as yeoman) and four gunner's mates. The entire site was somewhat irreverently termed "Gallery's shooting gallery."

The "shooting gallery" was originally intended as a live firing range to train Fleet gunnery crews and, for some time, that was its mission, though on a much larger scale than was first anticipated.

About a month after the installation opened its doors, the Japanese attacked Pearl Harbor and more than 200,000 enlisted men and 25,000 officers poured into the center during the first two years of its operation.

Although the center was not equipped to handle so large an influx of students, it did the best it could with what it had. For a while, daily firing practice continued from 0900 until 2400. As barracks at Dam Neck were nonexistent, the students had to commute each day between their ships and the firing range. It wasn't until early 1943 that badly needed quarters were erected, thereby increasing the architectural census to about 20 frame buildings.

Radar training began at the center between 1947 and 1949. In 1949, the center was expanded to include an Air Defense Training Center to provide shore-based training for Fleet units in all phases of defense against air attack.

In addition to its other activities, the Fleet Anti-Air Warfare Training Center currently supports tenant activities. These include the Guided Missile School, which trains men in the intricacies of *Polaris* and surface missiles, and the Missile Weapons System Training Unit, Atlantic, a mobile command which trains missile ship crews aboard their own ships.

THE Atlantic Fleet DASH Training Unit is also a tenant activity. Here, operators and maintenance crews are trained for the Drone Antisubmarine Helicopter (DASH). Here, too, is based the Fleet Composite Squadron Six detachment, which provides the drone aircraft used in gunnery training.

A small detachment of Marines also operates a rifle and pistol range at the center.

During its lifetime, the center has grown from two buildings in an undeveloped marsh into a complex, housing some of the Navy's most sophisticated weaponry and training equipment, and one of the few if not the only "live" gun firing line for training in the United States. Growth has not stopped at the center. The curriculum now includes about sixty courses of instruction utilized by thousands of officers and enlisted men trained at Dam Neck each year.

Improvements in training methods and devices continue to be made so the center will be well equipped to train Fleet Navymen as new equipment becomes available. One item of new equipment is TACDEW (Tactical Combat Direction and Advanced Electronic Warfare), a multimillion-dollar, computer-based training de-

AIR MINDED—Training center at Dam Neck, Va., includes the Atlantic Fleet's Anti-Air Warfare Training Center.

vice that will provide training for NTDS-equipped ships and aircraft of the Atlantic Fleet. This system will soon be operational and will provide sophisticated training for all so equipped units at sea or in their home ports.

Missile Weapons System Training Unit, Atlantic

THE Missile Weapons System Training Unit, Atlantic, came into being because the Navy anticipated major changes in shipboard defense systems. The training unit at Dam Neck was established to keep Navymen abreast of these changes.

This unit augments shore-based precommissioning training by continuing training at sea after the ship is commissioned. MISTRAULANT provides shipboard instruction and evaluations for individuals and teams of CIC and weapons control personnel in areas of tactics and doctrine for missile weapons systems, combat information functions, anti-air warfare and electronic warfare.

The past decade has seen the construction of numerous guided missile ships and the conversion of other types to accommodate missile systems.

With the advent of each new missile system which enters the Navy's arsenal, a new training program is adopted by the Training Unit, whereby Navymen can learn to operate these systems.

Understandably, MISTRAULANT emphasizes operational training while ships and crews are underway.

Fleet Computer Programing Center, Atlantic

THE Fleet Computer Programing Center, Atlantic, is one of the newest TRALANT activities. It is another of the tenant activities located at Dam Neck, Va.

FCPLANT is tasked with the mission of providing the basic computer programs for the increasing number of Navy ships entering the Fleet with Naval Tactical Data System (NTDS) installations. This system is the heart of the new electronic navy, and is presently found in many of the CVAs and DLGs of the Fleet today.

The mass of computers installed in conjunction with NTDS must be directed and controlled to accept and display the information needed by tactical commanders in modern-day AAW-ASW environments. The men of the Fleet Computer Programing Center, along with civilian contract engineers, prepare these computer programs, test them, and then deliver the completed product to the NTDS-equipped ships of the Fleet.

Fleet Training Center, Newport

THE FLEET TRAINING CENTER at Newport is, historically, an evolution of the first U. S. Naval Recruit Training Station ashore, organized at Newport in 1883. This original facility operated with a capacity of about 2100 students.

With the entry of the U. S. into World War II, Newport experienced a tremendous growth in the student training load. This student capacity reached a peak of operations in mid-1943 with about 16,400 recruits, 7500 service school trainees and 1100 officers in special indoctrination courses.

The advent of the vast ship construction program of World War II placed a heavy strain on the training facilities then in existence.

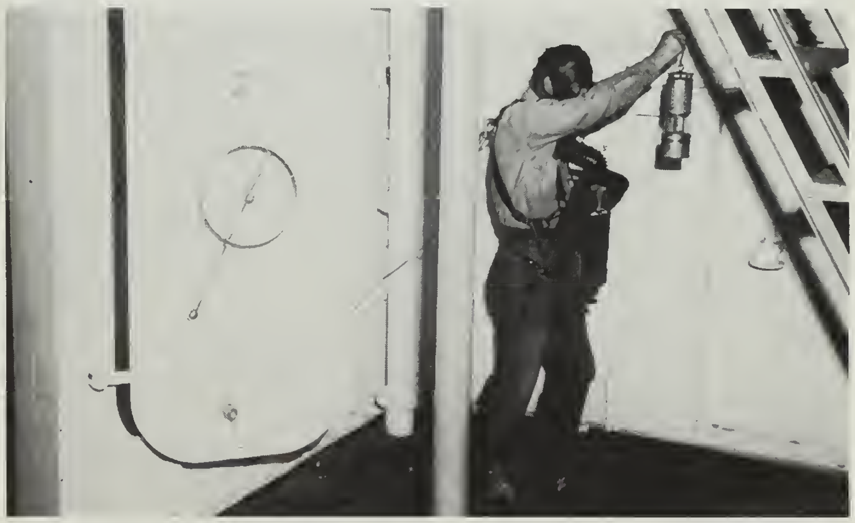
To meet part of this need, the Large Ship Pre-Commissioning Training Center was established at Newport.

It was during the height of this precommissioning training in 1944 and early 1945 that many of the present Fleet Training Center facilities came into existence, including the Fire Fighting School, the gunline and fire control director training buildings, CIC and ASW mockups, the *Buttercup* and other damage control training facilities.

January 1962 saw the Fleet Training Center, Newport upgraded to a Fleet Training Group; however, the Underway Training Unit portion of the FTG is currently in an inactive status.

Staffed by approximately 200 military personnel, the Fleet Training Center graduates officer and enlisted students from its 75 various courses in weapons, operations, navigation, leadership, damage control and firefighting. These courses vary in length from one-half day to six weeks. In fiscal year 1968, over 38,000 officers and men graduated from or attended FTC, Newport, schools. Precommissioning crews es-

MOCKUP—Damage control investigation party learns proper procedures using ship's structure mockup at Fleet Training Group located at Newport, R.I.



tablished at the Fleet Training Center are also scheduled through these schools. On 29 Mar 1968, the new modern Operations Training Building housing the three-million-dollar Anti-Submarine Warfare Attack Trainer (14A2B) was added to the training facilities at FTC Newport.

In recent years, the Fleet Training Center has provided pre-transfer training for destroyer crews from Argentina, Colombia, Peru, Thailand, Turkey, Australia, The Republic of China and the Republic of the Philippines in connection with the loan of the U. S. destroyers to those countries in the Military Assistance Program.

SONAR CENTER—Fleet Sonar School at Key West, Fla., trains Navymen in operational and tactical use of sonar, ASW weapons and allied equipment.

Fleet Sonar School

The Fleet Sonar School once called New London, Conn., its home. Frequent inclement weather, however, in addition to other conditions such as heavy traffic in Long Island Sound and long distances between the base and operating area, dictated a move to the Florida Keys. The Fleet Sonar School is now under the command of the Fleet Training Group, Key West.

It is housed in a modern four-building complex filled with a vast quantity of ASW equipment including the latest in electronic sonar detection and computing devices.

The Fleet Sonar School trains Navymen in the technical aspects of antisubmarine warfare and in the operational and tactical use of sonar, ASW weapons and allied equipment.

Sonar maintenance is also taught.

Not only are U. S. Navymen trained at Key West's sonar school, but more than 100 foreign officers and enlisted men also attend its classes each year. Alumni can, in fact, be found all over the world.

In one year, for example, the school graduated students from 10 foreign countries. Foreign nationals from more than 50 countries are eligible to enroll in the school.

Although studies consume much of the students' off-duty hours, many find time to indulge in activities such as the Sonar School Band which is in frequent demand for parades and military honors. (The school also has a choir which is one of the most sought-after vocal organizations in the Florida Keys.)

All this activity, of course, is voluntary, but the large number of students who participate speaks well for the school's esprit de corps.

LantFlee

When the Fleet Training Group at Guantanamo Bay opened for business in August 1943, its job was to coordinate and supervise shakedown and refresher training.

During the war years, nearly 200 ships were trained there in less than two years. That adds up to a little more than three and one-half days per ship, in a seven-day work week, month in and month out—quite a record.

In those days, the concept of having a training activity conduct underway shipboard instruction of an entire ship's crew was completely new. This worked so well during the war that it was retained and, in March 1945, destroyer and destroyer escorts were added to the repertoire at Guantanamo Bay, which previously had specialized in larger vessels.

Although the activities of the group at Guantanamo Bay were reduced at the end of World War II, the tempo increased again in 1950 when the outbreak of Korean hostilities required reactivation of mothballed ships and rapid expansion of the training workload.

During the Korean crisis, nearly all recommissioned ships from the Atlantic seaboard received from four to six weeks of shakedown training. It was not unusual to have as many as 40 ships in various stages of training at one time.

In 1955, when the Korean conflagration subsided, the Guantanamo Bay training group was again reduced in size and, in 1956, provision for training U. S. Coast Guard ships was included in the group's mission.

The crews of foreign ships from countries friendly to the United States were added to student rosters at Guantanamo by the end of 1958.

All shipboard training stopped, however, on 22 Oct 1962 during the Cuban missile crisis. This was the first time in 19 years that Fleet Training Group personnel were used to augment forces of the other base commands.

Instruction was resumed in November 1962. Except for brief interruptions occasioned by tropical

Training Group, Guantanamo

storms, training has been going on since.

Nowadays, the training group emphasizes evaluation and improvement in the effectiveness of various shipboard teams in addition to improving the knowledge and skills of individual crewmembers.

This training idea is reflected in the organization of the Fleet Training Group which closely parallels the standard shipboard organization.

Combat and other ship evolutions are stressed, rather than the internal administration and operation of a ship's departments and divisions.

Unlike many of the components of the Atlantic Fleet, the FTG at Guantanamo Bay does not formulate training or operational doctrine nor does it establish training standards for ships undergoing training.

Instead, the Fleet Training Group assists commanding officers of ships in meeting the operational and training standards imposed by Type and Fleet Commanders. This is accomplished by using approved standards and procedures.

There are eight training departments at Guantanamo, plus a Coast Guard representative who provides liaison between Navy and Coast Guard ships undergoing training at Guantanamo.

THE GUANTANAMO Weapons Department specializes in anti-air warfare, surface gunnery and surface-to-air missile systems training. The exercises in these areas evaluate the ship's employment of its armament. This department is also responsible for the observation of basic seamanship evolutions such as man overboard, abandon ship, anchoring, mooring, replenishment at sea and towing.

The Operations Training Department specializes in navigation, ship control and the operation of electronics systems such as those used for navigation, identification and tracking of air and surface targets, and other combat functions.

Combat and noncombat damage control is taught by the Damage Control Department. The restoration of vital ship systems is also taught although the preventive aspects of damage control are emphasized. These include establishing and maintaining watertight integrity, removal of unnecessary fire and missile hazards and the maintenance, distribution and use of emergency equipment.

Training is given by the Engineering Department in the maintenance, operation and restoration of propulsion machinery, electrical generating and distribution systems, water systems and related auxiliary equipment. Observers also conduct exercises designed to help improve engineering plant performance and engineering casualty control.

The Anti - Submarine Warfare (ASW) Department exercises the ship's ASW teams in utilizing the full capability of their ship while they are undergoing refresher or shakedown training.

During exercises, Fleet tactical doctrine is emphasized and training and drills are directed toward developing the necessary teamwork for the crew to locate, attack and destroy an evasive enemy submarine using the detection and weapons systems on board.

The Air Department is responsible for the training and evaluation of the flight deck, hangar deck and aviations fuels crews of aircraft carriers as well as amphibious assault ships.

The conduct of medical and nonmedical crew training aboard ships is the province of the Medical Department at Guantanamo. This department also assists in ensuring that the ship's Medical Department is an effective part of the over-all battle organization.

WATCHFUL EYE—Chief Radarman Robert P. Schantz, of Operations Training Department, Fleet Training Group, Guantanamo Bay, observes CIC operations.

NUWPN Training Center, Norfolk

THE Nuclear Weapons Training Center, Atlantic, turns out qualified crews, officers and enlisted, to man the Atlantic Fleet's nuclear weapons. It's in Norfolk, Va.

The center teaches officers to organize and plan the employment of nuclear, chemical, biological and air-delivered conventional weapons.

Training covers technical and administrative aspects, and training support as well as supply and inspection.

Twelve separate courses are offered by the Technical Training Department for both officers and enlisted men. Students learn to handle, maintain and store nuclear weapons as well as the modernization, conversion, assembly and testing of nuclear weapons and their warheads. Record-keeping and reports are covered also as part of the administrative training. As might be expected, these courses stress safety and security.

Nuclear weapons orientation courses for junior and senior officers are given by the Nuclear Warfare Department as well as longer and more detailed studies in the employment of nuclear, chemical, biological and air - delivered conventional weapons.

In addition to these regularly scheduled courses, the Nuclear Warfare Department also offers special courses which are taught by traveling teams requested by Atlantic commands.

A separate Nuclear Weapons Safety Officer course is programmed for the spring of this year by the Atlantic Training Command.

The Technical Inspection Department is the largest at the center. Its inspectors are with the Fleet so much that they are regarded as serving on arduous sea duty. All are skilled in their field and many have been specialists in nuclear weapons for many years.

They have the responsibility of ensuring initial and continued qualification of Fleet Navymen to store, handle and employ nuclear weapons. It is largely through their efforts that the Atlantic Fleet will be able to employ effectively its nuclear capability if the need ever arises.

Fleet Training Center, Mayport

THE U. S. FLEET TRAINING CENTER at Mayport was the first training command of its type to be built after the Korean hostilities ended. Its concrete and brick buildings on the northeast corner of the Mayport Naval Station present a trim, modern appearance.

There is also a firefighting field in the complex which includes an aircraft carrier hangar deck mockup. The buildings house pumps and firefighting tanks, and the materials and space for students to practice plastic patching within the firefighting complex.

Within this complex, the mission of the Fleet Training Center is accomplished – providing practicable, operational training in shipboard evolutions which cannot profitably and adequately be conducted on board ship.

INST.
STAFF ONLY

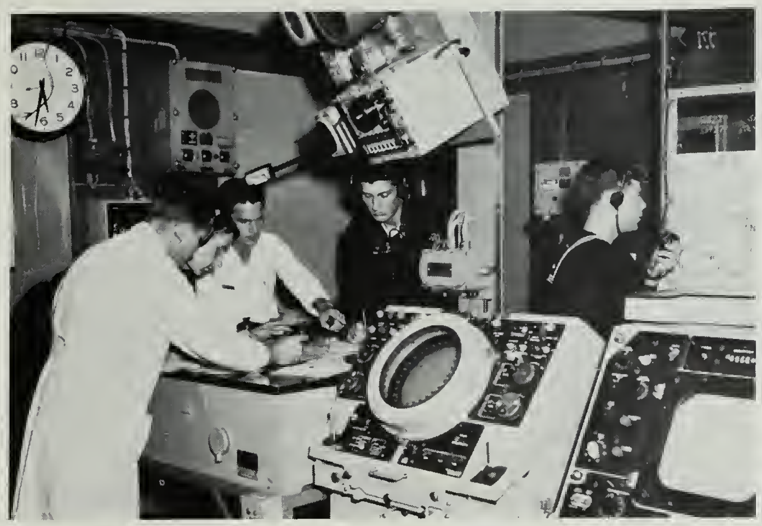
The entire Fleet training complex at Mayport grew from the need of local unit commanders. Specific requirements focused on electronic warfare training when local commanders wanted a means of conducting in-port electronic countermeasures (ECM) exercises which would be sufficiently realistic to benefit their crews. They also needed a means of calibrating their on-board ECM equipment while in port.

The first piece of equipment used by the unit was one which generated electronic signals. This gear was "cumshawed" from NAS Jacksonville and mounted on a mobile platform from which it began generating electrical signals for ECM equipment calibration by the ships in port.

At first, there was a small problem. Since the cumshawed training device moved from one location to another around the station, the ships in the basin were unable to determine the exact location of the signals.

The problem was solved, however, in a relatively simple way by filling balloons with gas, attaching them to the training device with fishing line and sending them aloft. Visual bearings could then be taken by the ships and compared with the bearings obtained by their direction-finding equipment.

The Fleet Training Center at Mayport had met its first problem and conquered it with borrowed equipment, some fishing line and a box of balloons. Since then, FTC Mayport has been solving other problems—not always in so unusual a fashion, but just as effectively.



of nuclear, biological and chemical (NBC) defense.

All these courses use the actual equipment employed aboard ship. In addition to the trainer environment for damage control exercises, mockups resembling engine rooms and boiler rooms are used for fighting fires. It's like the real thing.

THE TRAINING DEPARTMENT has the only Cooking School in either the Atlantic or Pacific Fleet Training Commands. Classroom work on nutrition and menu planning is interspersed with practical applications of culinary skills in the Naval Station, Charleston, galley.

Fleet Training Group, Charleston

FLEET TRAINING GROUPS can be found in most areas where Fleet units are concentrated, and Charleston is no exception. But there is a difference between the group located near Charleston's historic harbor, and others.

Ships as diverse as *Polaris* submarines and wooden-hulled minesweepers are homeported at this South Carolina port and Charleston's Fleet Training Group provides training in various aspects of shipboard operation for the varied crews.

Charleston's Underway Training Unit specializes in underwater refresher and shakedown training for crews of U. S. Atlantic Fleet minesweepers.

Around 16,000 Navymen from the Fleet population of 63 combatant ships and three auxiliary ships homeported at Charleston take the shore-based portion of their training at Charleston Fleet Training Center.

This instruction is given both individually and to teams in more than 50 courses, which vary in length from one-half day to 12 weeks. Areas covered by this instruction include firefighting, damage control, shiphandling, CIC, communications procedures and commissaryman training.

The Weapons Department teaches submarine classifications, operation and maintenance of mine-hunting sonar and the use of electronic equipment.

Team training and antisubmarine warfare, anti-air warfare, electronics warfare and naval gunfire support tactics are taught from the viewpoint of the Combat Information Center by the Operations Training Department.

The Damage Control-Firefighting Department trains students in shipboard damage control, firefighting techniques and the practical aspects

The Training Department also conducts a course for motion picture projector operators. Here the students receive instruction in routine preventive maintenance and film-splicing techniques as well as the proper operating procedures.

Through these and the remainder of the 325 offered courses of instruction, modern comprehensive direction is provided to more than 135,000 Atlantic Fleet men each year.

There you have it, in capsule form—the TRALANT *story.*

The Atlantic Fleet Training Command, now in its 26th year of continuous operation, takes pride in its outstanding facilities and in the dedication and capability of personnel.

For over a quarter of a century TRALANT *has been on the job—dedicated to a well-trained Fleet.*

It rates a three-way "E"—for Effort, Efficiency and Esprit de Corps.

MANY SUBJECTS—Courses for cooking and damage control are just two of the subjects taught by FTG at Charleston.

1969 CAREER MOTIVATION CONFERENCE

CAREER MOTIVATION: CHALLENGE TO LEADERSHIP

THE U. S. NAVY Career Motivation Conference, composed of senior representatives from a number of the major commands ashore and afloat, is meeting on 4 March at the Naval Air Station, Patuxent, Md. Its mission is to discuss officer and enlisted career problems, retention, and ways to improve career motivation. Primary emphasis is being placed upon "in house" actions which can be taken within the Navy, without assistance from the Department of Defense or the Congress.

The importance of the conference was pointed up by Admiral T. H. Moorer, Chief of Naval Operations.

"In recent years," he said, "we have been applying steadily increasing effort and resources to retaining high quality officers and petty officers.

"Despite this, officer and petty officer retention rates continue to decline." The aim of the officials representing 34 commands and activities throughout the Fleet will be to study measures and make recommendations to insure that the Navy will retain a sufficient proportion of its trained personnel, so that "our manpower will keep pace with the rapid growth of technology."

The Chief of Naval Operations commented upon retention in OpNav Notice 5050, of 12 Oct 1968, which served as convening authority on the conference. "Fleet readiness," he said, "is being adversely affected. It is true that external factors over which we have little or no control contribute significantly to this. Nevertheless, in those areas in which we do have a fair degree of control, it appears unlikely that all possible worthwhile actions have been taken.

"Better retention will result from better motivation. We in the Navy must do a better job at all levels in motivating high quality people to career service."

The Chief of Naval Personnel, Vice Admiral Charles K. Duncan, USN, will act as host and conduct the conference. In preparation for the meeting, he convened a Career Motivation Workshop last November, composed of the retention officers of many of the major commands, whose purpose it was to identify and define motivation problems submitted from Navy-wide sources.

The results of the Workshop were stated by Admiral Duncan in BuPers Notice 5050, of 15 Dec 1968:

"The Career Motivation Workshop has identified motivation problems for consideration by the forthcoming conference. These problems deal with many aspects of Navy life, including personal communications, communications with the family, job satisfaction, image and prestige of Navy service, personnel administration, organization for motivation and in-service education.

From the Chief of Naval Operations

Everything we achieve in the Navy is done through people. This means that attracting and retaining the best men and women is a matter of primary importance to the future of the naval service, and ultimately, to that of our country. This is a special challenge at a time when highly qualified men are urgently sought for responsible positions in all areas of our society.

There are many benefits and rewards to Navy life, not all of which are financial or tangible. Much depends upon the ability of our people to find satisfaction in the service of their country. Encouraging them toward career service demands the most effective communication and enlightened leadership from the junior petty officer level to the very top echelons of command.

Your contributions at this conference, and the results which you achieve when you return to your command, will determine in large measure the accomplishment of this most vital endeavor. I urge your very best efforts, and wish you success.

T. H. Moorer

T. H. Moorer
Admiral, U. S. Navy

"The Chief of Naval Operations has charged the Conference with finding practical ways to improve officer and enlisted motivation and thus to help build a Navy-wide career motivation umbrella under which command motivation programs can flourish. Such an umbrella must be fully credible and therefore must have full and demonstrable interest and support."

The other military services have accepted Navy's invitation to send representatives to the conference. With problems often similar to those the Navy is trying to lessen, these representatives can contribute significantly to the deliberations of the conference panels.

In addition to the Navy officials attending the conference (see box) the Bureau of Navy Personnel is providing conference coordination by –

- Captain Ward S. Miller, USN, Director of Retention Plans and Programs.
- Commander R. A. Johnstone, USN, Manager, Officer Retention Programs.
- Commander James R. Talbot, USN, Manager, Enlisted Retention Programs.

Senior Enlisted Advisor to the conference is Master Chief Petty Officer of the Navy Delbert Black.

The conference is expected to continue from 4 through 7 March. The Commander, Naval Air Test Center, Patuxent River, has arranged for facilities and support of the meeting. Vice Admiral Duncan will open the conference and Admiral Moorer will address the representatives on the first day.

Conference members face three major objectives:

- To find practical ways to improve both officer and enlisted motivation.
- To stimulate interest at all levels of command in the vital job of keeping high quality personnel.
- To engender an increasingly acute sense of participation and personal involvement in retention at all levels.

Significantly, the theme of the meeting will be *"Career motivation: challenge to leadership."*

ADM Thomas H. Moorer, USN
Chief of Naval Operations

VADM Charles K. Duncan, USN
Chief of Naval Personnel

Membership of the Conference

Navy officials of 34 commands in the U. S. and overseas are attending the Career Motivation Conference at NAS Patuxent River, Md.

Command	*Representative*	*Billet*
COMNTCSDIEGO	*Rear Admiral Allen A. Bergner*	*Commander*
COMTRAPAC	*Captain W. B. Fargo*	*CO FTC, San Diego*
COMPHIBPAC	*Captain G. W. Rahill*	*Chief of Staff*
COMSERVPAC	*Captain Dan T. Drain*	*Chief of Staff*
COMFIVE	*Captain Jack A. Miller*	*DistInsGen*
CNATRA	*Captain Graham Tahler*	*Asst COFS Admin*
COMINEPAC	*Captain Melvin J. Carpenter*	*Chief of Staff*
COMONE	*Captain Robert E. Sharrai*	*Asst COFS Admin*
COMTRALANT	*Captain S. T. Sadler*	*CO FAAWTC, Dam Neck*
COMNINE	*Captain J. R. Pendleton*	*Special Projects*
COMPHIBLANT	*Captain Joseph E. Peek*	*Force Retention*
CRUITRACOM	*Captain J. R. Collier*	*Commanding Officer*
COMSERVLANT	*Captain Earl W. Anderson*	*Asst COFS Admin*
COMNAVAIRLANT	*Captain G. W. Cogswell*	*Asst COFS Pers*
COMNAVAIRPAC	*Captain F. S. Haak*	*Force Retention*
CINCLANTFLT	*Captain Darrell Zwemke*	*Reserve Coordinator*
COMINELANT	*Captain Jack L. Koons*	*Asst COFS O & R*
COMCRUDESLANT	*Captain Francis B. Shrake*	*Force Insp/Safety*
CHINFO	*Captain Dennis D. Overby*	*Dir Int Relations*
COMSUBLANT	*Captain Homer R. Bivin*	*Asst COFS Pers*
USNA	*Captain W. C. Nicklas, Jr.*	*Hd, Science Dept*
NAVPGSCOL	*Commander James K. Jobe*	*Asst Professor*
COMSUBPAC	*Commander James R. Kennedy*	*Force Pers*
CNATRA	*Commander Henry Bippus*	*Retention Officer*
COMCRUDESPAC	*Commander Peter G. Brown*	*Asst COFS Pers*
CINCPACFLT	*Commander Richard H. Jones*	*Fleet Retention*
COMPHIBPAC	*Commander James B. Williams*	*Force Pers Officer*
NAVOCS	*Commander Kenneth L. Wright, Jr.*	*Executive Officer*
NAVSCSCOL	*Commander W. W. Coons (SC)*	*Executive Officer*
USNA	*Commander Elmer E. Inman (MSC)*	*Clinic Psychol*
COMNAVAIRPAC	*Lt. Commander G. M. Furlong, Jr.*	*Retention Officer*
COMCRUDESPAC	*Lt. Commander Bob L. Peterson*	*Retention Officer*
COMINEPAC	*Lieutenant W. S. Turner*	*Force Retention*
COMSUBLANT	*Lieutenant Walter W. Kesler*	*Retention Officer*

today's navy

Welcome Home

While away from home port on deployment, the activities and accomplishments of Fleet ships were impressive:

- During a six-and-a-half-month tour of duty in Vietnam, the San Diego-based guided missile frigate USS *Horne* (DLG 30) steamed almost 50,000 miles, was at sea 152 days, and handled 510 safe helo landings.

Her duties included control of combat air patrols, strike support, and search and rescue. *Horne*men identified and tracked nearly 12,000 Navy, Marine, Air Force and Army flights, controlling over 1000 combat air patrols.

During 51 days as strike support ship, *Horne* monitored approximately 8000 aircraft combat missions. Her air controlmen vectored a battle-damaged Navy fighter to an aerial tanker for refueling and, on another occasion, directed a combat air patrol to intercept four enemy fighters, one of which was shot down and the others routed.

- The San Diego-based destroyer tender USS *Piedmont* (AD 17), during a seven-month Far East deployment, gave assistance to 193 ships, including two Australian vessels, and five submarines.

Ports visited during the tour included Subic Bay, Kaohsiung, Hong Kong, and Yokosuka.

- In a seven-month stint in WestPac, the heavy cruiser USS *Saint Paul* (CA 73) fired her guns in support of Allied troops. She conducted 73 replenishments at sea while alongside ammunition ships, oilers, and provisions ships. From these, she received ammunition, 93 tons of general supplies, 342 tons of food and 6,791,304 gallons of fuel oil while sailing 47,189 miles.
- In her third Vietnam deployment the San Diego-based destroyer USS *Hanson* (DD 832) had varied duties, including search and rescue, gunfire support, carrier task group operations, interdiction fire, and plane guarding.

Ports visited include Yokosuka and Sasebo, Japan; Subic Bay, in the Philippines; Kaohsiung, Taiwan; Hong Kong; Guam; Midway Island; and Pearl Harbor.

- During an eight-month deployment with the U. S. Seventh Fleet, USS *Estes* (AGC 12) served as flagship for Commander Amphibious Force Seventh Fleet. The flagship, which is homeported in San Diego, participated in a total of nine amphibious assault operations in Vietnam.

Operational highlights of *Estes'* deployment took place in and around Da Nang, as she acted as a command and communications center for Seventh Fleet amphib forces.

- During a four-and-one-half-month deployment to the Mediterranean, Amphibious Squadron Two participated in five amphibious landings and visited ports in Malta, Turkey, Greece, Spain and Italy.

The squadron is made up of the attack transports USS *Chilton* (LPA 38) and *Mountrail* (LPA 213), the attack cargo ship USS *Yancey* (LKA 93), the dock landing ships USS *San Marcos* (LSD 25) and *Fort Mandan* (LSD 21), and the tank landing ship USS *Traverse County* (LST 1160).

After finishing its first major NATO exercise with Greek amphibious forces, the squadron visited Izmir, Turkey, and moved next to a training anchorage off Navplion, Greece.

Jackpot

David A. Westington, Aviation Electronics Technician 2nd Class recently received nearly $9000 as a variable reenlistment bonus when he shipped for six aboard USS *America* (CVA 66).

Presently serving with Attack Squadron 82, Petty Officer Westington joined the Navy in September 1965. Reenlisting under the STAR Program, he is scheduled to attend "B" school at NATTC Memphis in the near future.

SWEETWATER

WARM WELCOME—School band and marching unit supplements other festivities of Operation Welcome.

Everybody Cheers

Business and civic clubs in the San Diego area have organized a "welcome home" procedure to honor servicemen who land in the Navy port city after tours in Vietnam. It's known as Operation Welcome, and works like this:

A ferry carries a band, pom-pom girls and citizens with welcome home signs into San Diego Bay to escort the returning warship into port. An aircraft flies over, dips its wing and releases OW banner. Waiting on the pier are hundreds of anxious Navy wives and children and members of the OW committee. Banners, balloons and signs are passed around. Refreshments are served.

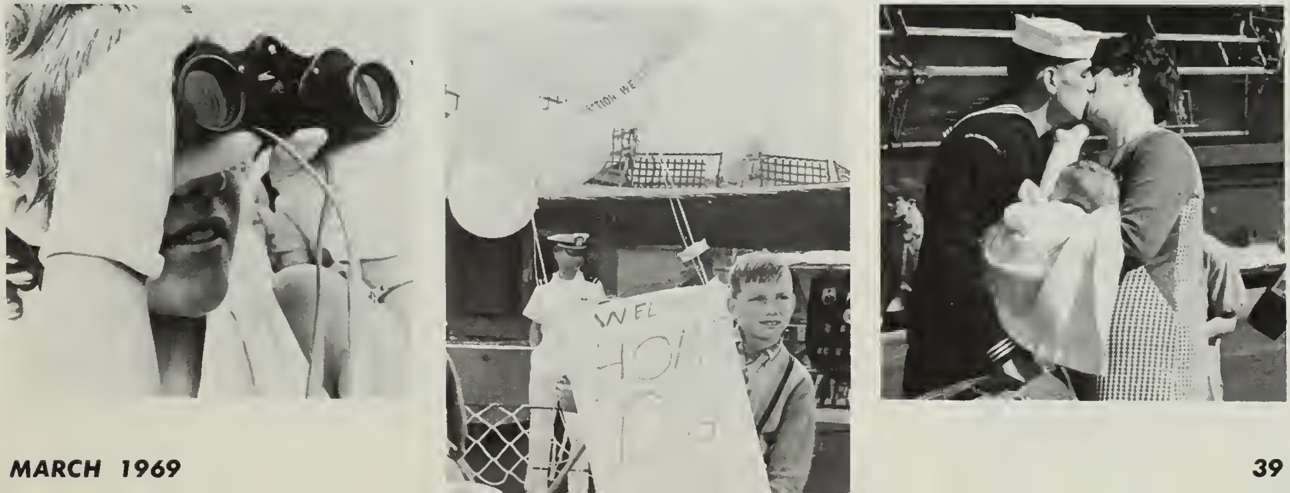
As the ship approaches the pier, balloons carry the OW message high into the air. The people on the pier wave small American flags. A large cake is made ready to be taken aboard the returning ship. Everybody cheers.

The heroes' welcome for Vietnam veterans was organized after someone noticed one day two years ago that 1000 Marines arriving in San Diego were welcomed, so to speak, by 17 dock workers.

The idea to meet, greet and cheer the Vietnam vets spread among civic and business organizations, and 15 area clubs agreed to conduct Operation Welcome on a continuing basis. Volunteers from the club donate time and money to keep the project under way.

Major commands in the area are contacted for information on returning units, and all servicemen who enter by ship or plane after Vietnam duty are given a hearty welcome.

HERE THEY COME—Young lady watches for her Navyman. *Center:* Lad and sign await dad. *Right:* Good to be home.



Harbor Defense

Merchant ships which carry supplies to allied forces in South Vietnam are tempting targets for sabotage. To discourage infiltrators, small craft assigned to Operation Stable Door keep a close check of goings-on in the harbors at Cam Ranh Bay, Vung Tau, Qui Nhon, Nha Trang and Vung Ro.

It's not an easy job. Fishing junks ply the harbors in large numbers; most carry legitimate fishermen, but some have VC on board.

Much of Operation Stable Door is conducted by 36-foot landing craft (LCPLs) which patrol the harbor day and night. When needed, 17-foot skimmers and more heavily armed harbor picket boats also are called in.

During the day, the harbor defense crews stop each water taxi and sampan to check ID cards and papers. They don't find many VC, but must look for them anyway. It is said that the looking discourages infiltrators.

At night, fishing boats are kept away from shipping channels and a curfew is enforced on the inner harbor.

Harbor defense activities are directed from an Entrance Control Post, usually located on some high point ashore which provides the best view of the harbor, channel and anchorages. Radar, searchlights and lookouts survey the area and directions for the patrol units are relayed by radio.

Dahlgren Visits Africa

AM-I-TY: From the Latin *amicus*, meaning friend or friendly. That's the way Noah Webster began defining the word but it also describes the spirit of the Navy's Operation Amity 1969.

The 350 officers and enlisted men of the guided missile frigate USS *Dahlgren* (DLG 12) are bringing amity to Africa this year. Before *Dahlgren* sailed, she had firm commitments to visit Monrovia, Liberia; Abidjan, Ivory Coast; and Lome, Togo; in West Africa.

As official representatives of the United States, *Dahlgren's* officers will exchange formal calls with local officials, and both officers and chiefs will meet their counterparts in port—men who have similar professional and technical occupations with whom they can discuss mutual interests.

On a less formal basis, crewmembers will exhibit their country's goodwill by inviting friends they meet ashore to be their personal guests at meals aboard ship and for a tour of the ship. Several teams of volunteer workers have also volunteered to repair and refurbish institutions such as hospitals, schools and orphanages.

Music has always been well received during past Amity cruises. It speaks an international language as the beat of the band is picked up by its listeners.

During Amity 1969, a group of musically talented Navymen will perform in public, while others will accept invitations to speak about their ship, the Navy and the U. S.

Dahlgren's athletic teams will compete with local teams and the public will be encouraged to tour the ship to see Navy exhibits and demonstrations of equipment.

American businessmen who have contributed merchandise to the Navy's Project Handclasp will also be represented during the goodwill visits. Twelve thousand pounds of medical supplies and other useful material will be unloaded at African ports during the tour.

Amity 1969 is the first such cruise that has been made in the past five years. Its predecessors have been singularly successful and the same success can be predicted for *Dahlgren's* tour.

After *Dahlgren's* friendship cruise, she is scheduled to continue as far as the Indian Ocean for duty as flagship of Commander Middle East Force.

Dahlgren and two destroyers will operate as the only permanently assigned U. S. naval vessels in waters from the Persian Gulf to the coast of East Pakistan.

Frogman Recruits

It was an auspicious occasion. There were 34 recruit companies graduating from the Recruit Training Command at NTC Great Lakes. Thirty-three of them were dressed in the traditional Navy blues; the 34th company was in combat green fatigues.

They were the men of the first experimental Underwater Demolition/SEAL recruit company. Their next stop was the Navy's Amphibious School in Coronado, Calif., for 18 weeks of specialized UDT/SEAL training.

UDT frogmen proved their worth in WW II and SEALs (Sea, Air, Land) were established in 1962 to meet the Navy's expanding role in special warfare.

With the demonstrated success of the UDT/SEAL teams, the overall training program and manpower requirements have been increased. The special UDT recruit company is the first specifically and wholly organized to prepare men for the rigorous training at Coronado. In the past, men have been recruited for UDT programs while undergoing regular recruit training.

The 37 recruits in the UDT company were chosen from 520 tested by Chief Engineering Aid William E. Raschick, an 11-year Navy veteran and member of the first SEAL team in 1962. As the UDT company commander, Chief Raschick has personally supervised the testing, selection and conditioning of the UDT recruits. He will lead another UDT company scheduled for formation in January.

Mental selection requirements for UDT recruits are high, and physical tests are strenuous. In the space of an hour, UDT hopefuls are required to complete a 300-yard swim in seven and one-half minutes; two minutes each of sit-ups, squat thrusts and push-ups; and a one-mile run in seven and a half minutes. They must also pass a Navy diver's physical.

Special emphasis was placed on getting the men in shape for the Coronado training. The men also learned to send and receive semaphore as well as to master a wide variety of knots and splices—all this while under water.

UDT recruit surfaces after underwater swim.

Rugby game aids physical conditioning.

The next step will be knot-tying under water.

Chief William Raschick paces his men.

They Speak Vietnamese

FOR MANY NAVYMEN, language training at the Naval Amphibious School in Coronado, Calif., is an important final step in preparation for duty in South Vietnam.

Obviously, it's easier to get around in any foreign country if you can speak the native tongue.

The language school at the amphibious base off San Diego was opened in January 1966 to give Navymen headed for duty with river patrol and *Swift* boat crews, Naval Advisory Groups, and SEAL (sea, air, land) teams, a specialized Vietnamese vocabulary—enough to get around without an interpreter.

The training, which runs only to six weeks, is not designed to turn out linguists. Stress is on simple conversational Vietnamese, with most of the emphasis on words and phrases needed to perform "in country" duties more effectively. Most graduates of the school are able to converse intelligently on such subjects as food, weapons, water, weather and medical needs.

Fifteen instructors from all areas of Vietnam are employed by the school full-time; each has had at least two years of American college in addition to full courses in Vietnamese-speaking high schools.

A recording studio and laboratory for 30 students aid in the language training. Students listen to tape recordings through earphones, and receive individual instructions, as needed, from a teacher who monitors the switchboard.

As many as 150 students receive language training at one time, with the best results achieved in small classes of eight or 10 men each. Fifteen separate classrooms make the small-class work possible.

The first few days of language training are devoted mainly to vocal exercises. Vietnamese is considered difficult for English-speaking people to learn because of intonations seldom heard in English. Most students find that the biggest stumbling block in learning the language is to make the sounds they had never made before.

Although most of the students are Navymen, government-employed civilians and men from other services also may attend the school if they have orders to Vietnam.

One pretty Vietnamese instructor confided that the Navymen are excellent language students, even though "at first they seem a little bashful." However, she added: "They soon discover they have the same problems and then go out of their way to help each other."

—Story and Photos by Ken Irelan, Photographer's Mate 1st Class.

LANGUAGE LEARNING—Vietnamese instructor helps student over difficult part of assignment. *Below Left:* Student listens to pronunciation in the language lab. *Right:* An instructor at switchboard monitors students.

FAIR WEATHER OR FOUL—Aerographer's Mate 2nd Class Larry Girton explains weather chart reading (left) and uses of a teletype in a weather forecasting program (right) to Quartermaster group from *USS Wedderburn.*

Weather Training

Fewer than 10 per cent of the ships in the Fleet have aerographers on board. This means that some 90 per cent of shipboard weather readings must be taken and reported by quartermasters and others who know their way around the bridge but have had little or no training in meteorology.

To improve the effectiveness of these part-time weathermen, aerographer's mates assigned to the Naval Weather Service Environmental Detachment at NAS Cubi Point, Philippines, call on WestPac ships that visit the port and hold how-to-do-it classes.

Lieutenant S. E. Adams, officer in charge of NWSED, calls on each ship that visits Cubi Point and lets the QMs know the training is available. Those who request it then are visited by Chief Aerographer's Mate Lawrence A. Huffana and Aerographer's Mate 2nd Class Larry Girton.

During an 11-month period last year, the two AGs held 168 classes while showing 817 men how to take accurate weather readings and turn the results into coded reports.

Each class lasts from two to three hours, depending on the experience of the students. Most of the training consists of instruction in coding a synoptic form used to report from a ship back to shore. Any errors in such reports are quickly spotted by the experienced AGs, and those with discrepancies must be discarded.

This is where the NWSED training has paid off most; since showing the part-time weathermen how to fill out the forms properly, errors in reporting have been cut back dramatically.

—D. E. Walsh,
Journalist 3rd Class, USN.

Navy Fights Pollution

Over the years, the Navy has been taking aggressive action to reduce air and water pollution at Navy shore installations, and aboard ship.

An example of the ashore efforts is the continuing program undertaken by Navy activities in the Norfolk area.

The Navy was awarded, in 1966, the "Borland Award," established by the Hampton Roads Sanitation Commission, for outstanding contributions to pollution abatement.

In the past, the Navy has installed sewage treatment facilities at all of its major naval activities in the Hampton Roads area at the time of construction.

Water pollution reduction projects at Naval Communications Station, Northwest, Va.; Naval Amphibious Base, Little Creek; Norfolk Naval Shipyard, Portsmouth; and Fentress Auxiliary Air Field, Va., have been completed. Similar projects are currently underway at other naval activities in the Norfolk area.

On a priority basis, the Navy is undertaking several research and development projects to find a practical solution to the pollution of tidal waters by Navy ships.

At the present time a unit to treat shipboard sewage is under Fleet evaluation. It has been installed on board USS *Fiske* (DD 842), currently deployed in the Mediterranean, and has been in operation since March 1968.

This new sewage treatment system is a mechanical electro-chemical process which separates solid and liquid wastes and treats each by appropriate methods including incineration.

Unlike conventional biological treatment systems, which depend on continuous bacterial action, the new system may be started and stopped with a turn of a switch.

The treatment efficiency of the unit on board *Fiske* is performing well above expectation. The Navy is now planning for budget presentation and procurement specifications.

Concerning the USS Pueblo Court of Inquiry

When the Chief of Naval Operations, Admiral Thomas H. Moorer, USN, *addressed the American Bar Foundation at Chicago, Ill., he included in his speech remarks concerning the* Pueblo *Court of Inquiry. His purpose was to put the Court of Inquiry, which is still in process, in "proper perspective." He described the Court of Inquiry as a fact-finding body, and went on to discuss its function in this capacity.*

CNO's remarks are being reproduced here for the information of Navymen, aboard ships at sea and overseas, who would otherwise not have an opportunity to read them.

I WOULD LIKE to take advantage of the presence of such a distinguished group of the nation's leading lawyers to discuss briefly a most pressing legal topic of the day—The *Pueblo* Inquiry.

You, as lawyers, will understand why I, as Chief of Naval Operations, and thus in the reviewing chain of command, cannot make comments on the substantive aspects of testimony given during the Inquiry. I will be ready to do this at the appropriate time.

I can, however, put the nature of the Inquiry in proper perspective and, hopefully, reassure the American people that the Court of Inquiry is being conducted in a straightforward, legal and objective manner.

First: What is a Court of Inquiry? It is a fact-finding body—that and nothing more. It is not a court-martial. Witnesses at a Court of Inquiry are not on trial. A Court of Inquiry cannot even prefer charges. It simply records the facts and makes recommendations to the convening authority—in this case the Commander in Chief of the Pacific Fleet. These recommendations may cover such things as operational procedures, material improvements, communications, training of personnel, international law—and many other subjects—and, if warranted, the recommendation for further legal proceedings.

Next: Why are we having a Court of Inquiry? A ship has been lost. We always have a Court of Inquiry when this happens—whatever the cause.

Particular emphasis is being placed on protecting the rights of the individuals, and on lessons learned. These lessons will be of great assistance in the future.

When the Inquiry opened its initial session, the first witness was Commander Bucher. He was given the legally required advice concerning his rights as a party to the Inquiry. Counsel for the court made it clear that Commander Bucher was not at that time suspected of having committed any offense under the Uniform Code of Military Justice.

Later, when Commander Bucher, in his testimony, indicated that the North Koreans had boarded his ship, the counsel for the court—as required by the law you know so well—told Commander Bucher it was possible that he had violated *U. S. Navy Regulations,* Article 0730, which reads: "The commanding officer shall not permit his command to be searched by any person representing a foreign state nor permit any of the personnel under his command to be removed from the command by such persons, so long as he has the power to resist." He explained to Commander Bucher his right to testify no further and gave him the routine, required warning that, if he did so, the information could be used against him later.

Since this simple act of legal procedure—basic to our legal system—caused so much controversy, was so misinterpreted and has caused so many to prejudge the outcome of this Inquiry, let me emphasize three points:

First: Such a warning was not unexpected by Commander Bucher or his counsel—here are the words of Commander Bucher's counsel addressed to the counsel for the court: "We have discussed this matter with Commander Bucher in some detail. As you know, we had some preliminary conversations with you before this Court of Inquiry convened as to the procedures that would be followed and the manner by which Commander Bucher's story and the story of the USS *Pueblo* could be presented to this Court. *We obviously anticipated the situation that we find ourselves in at the present moment.* We have discussed this in detail with Commander Bucher. In view of your warning, Commander Bucher persists in his desire to fully and completely tell this Court of Inquiry the details of the 23rd of January and the events subsequent thereto. Based on that, Commander Bucher, with the Court's permission, requests that he be permitted to testify, and complete this phase of the story. Commander Bucher, am I correctly reciting your wishes in this matter? And do I correctly recite that you have been adequately and fully apprised of all your legal rights which include the right to remain silent on this portion?" Commander Bucher answered in the affirmative.

The second point I would like to emphasize is that a Court of Inquiry must begin with a blank record. Newspaper accounts, rumors, secondhand reports or prejudgments cannot be considered. The official record of the *Pueblo's* capture and the treatment of her crew must come from testimony and evidence presented to this Court of Inquiry. For the Court, what has appeared and will appear in public accounts simply does not exist.

Thirdly: Whether the Navy—or anyone in the Navy—was pleased or displeased with Commander Bucher's testimony could have nothing whatever to do with that warning. I realize I am "preaching to the choir" when I tell you that. However, the requirement to warn Commander Bucher is obviously not so well understood by some.

I am deeply troubled—the Navy is deeply troubled—that what was a routine and totally correct legal procedure has been widely misinterpreted.

As Chief of Naval Operations—I intend to ensure—and the Court itself will ensure—that Commander Bucher's rights—as well as all others appearing before the Court—are fully protected. Possibly there will be similar warnings concerning self-incrimination as additional witnesses testify. The point to keep in mind is that the Navy is searching for facts—not scapegoats. We are doing so—within limits imposed by national security—in open hearings, because I believe that this is the way the American people would want it done. And we are taking well-tested and legally prescribed steps to protect the rights of all concerned.

I earnestly request the American people to be patient, not to prejudge, and to have full trust and confidence that the procedures used in developing the facts surrounding the piracy against *Pueblo* are being carried out by experienced men of great integrity who have only the welfare of our country at heart.

Changes in the Fleet

In recent months several ships have joined or rejoined the Fleet, while some older ships were bowing out to make room for the incoming youngsters.

Commissioned were:

- The amphibious transport dock USS *Denver* (LPD 9), at Bremerton, Wash. The new *Denver* is a flagship version of the *Austin* class of amphibious ships. She is fitted with a helicopter flight deck large enough to land two helicopters simultaneously.

She has an over-all length of 540 feet, a beam of 84 feet, and a full load displacement of 16,500 tons. She is designed to steam at better than 20 knots.

- The amphibious assault ship USS *New Orleans* (LPH 11), at Philadelphia. The helo-carrying LPH will have the capability of launching more than 1000 troops in vertical envelopment.

She will be homeported in San Diego, Calif.

- USS *Albert David* (DE 1050), in Seattle, Wash. The new escort ship displaces 3403 tons fully loaded, is 414 feet long, and 44 feet at the beam.

- The nuclear submarine USS *Whale* (SSN 638), at Quincy, Mass.

Whale was launched on 14 Oct 1966. She is 292 feet long, and displaces over 4000 tons submerged.

- USS *Butte* (AE 27), an ammunition ship, at Boston Naval Shipyard.

Butte is the second of a new class of ammunition ships. The 564-foot ship will be able to maintain speeds of about 20 knots and will be equipped with the Fast Shuttle Transfer System (FAST) for mechanized handling of missiles and components.

With the FAST system, *Butte* will be capable of supplying ammunition and missiles to two other ships simultaneously while underway. She will have helicopters aboard for deliveries at a distance. The ship will have a full load displacement of 17,490 tons and will be manned by a crew of about 400.

REJOINING THE FLEET was the cruiser USS *Albany* (CG 10), in ceremonies at the Boston Naval Shipyard.

It was the third commissioning for the cruiser. Built in Quincy, Mass., the ship was first commissioned on 25 Jun 1946 as a heavy cruiser in Boston. After 12 years of active life she was decommissioned on 30 Jun 1962. She was converted to a guided missile cruiser, and recommissioned on 3 Nov 1962.

Following duty with the Sixth Fleet, *Albany* was decommissioned on 1 Mar 1967, at the Boston Naval Shipyard for a major AAW conversion.

Albany is also equipped with the Naval Tactical Data System.

THE ATTACK aircraft carrier USS *Ticonderoga* (CVA 14) is back on duty after two and a half months in Long Beach Naval Shipyard. The 24-year-old carrier entered the yard after her fourth combat deployment to Vietnam. The shipyard put more than $10 million and 65,000 man-days into the work.

The yard work included several jobs aimed at preparing the ship to carry the Navy's newest attack plane, the A-7 *Corsair II*. New berthing compartments were added, and the ship's mess, laundry and fresh water distilling equipment were enlarged. Ammunition handling spaces were enlarged to allow faster handling of the larger amounts of ordnance carried by the new aircraft.

Tico's steam catapults were completely overhauled; the flight deck was resurfaced; the boilers were relined with new firebrick; and the huge screws and rudder were removed in drydock.

THERE HAVE ALSO BEEN several ships preparing to leave active service. Decommissioned were:

- Two old salts, USS *Castor* (AKS 1), and *Epping Forest* (MCS 7). *Castor* ended a 27-year Navy career, and *Epping Forest* closed out 25 years of service. Both ships saw action in the Pacific in World War II, and both ships were deactivated following the war. When hostilities broke out in Korea in 1950, the two ships returned to active service. *Castor* served as a support ship for logistics operations in Wansan, near Inchon. *Epping Forest* participated as a support ship for mine warfare forces and as a unit of the amphibious forces.

Since that time both ships have been active in Seventh Fleet operations in the Pacific.

Originally named SS *Challenge*, *Castor* was launched in 1939 as the first C-class cargo vessel. She was converted by the Navy and commissioned on 12 Mar 1941. *Castor* was ordered to the Pacific in 1941 and survived the Japanese attack on Pearl Harbor.

In June 1947 she was deactivated and placed in the Pacific Group Reserve Fleet. Because of the Korean conflict she was reactivated in November 1950. In August 1954 *Castor* assisted in the evacuation of refugees from French Indo-China.

Epping Forest, a mine countermeasures support ship, was launched on 10 Mar 1943 and commissioned on 11 Oct 1943, whereupon she reported to the Pacific Fleet for duty. During WW II, she saw 20 months of continuous combat service, ranging from the 1944 invasion of Kwajalein to the 1945 battle for Okinawa.

bulletin board

New Uniform Changes Aim Toward Comfort, More Practical Appearance

The Chief of Naval Operations has approved several recommended changes to naval uniforms and uniform regulations.

The changes are the result of much hard work and thought by the Navy Uniform Board, which makes all recommendations for changes to *Uniform Regs* to CNO for approval.

The Uniform Board is constantly studying the Navy uniform, and continually effects changes relating to cost, comfort, suitability, and other considerations.

In accomplishing its mission, the Uniform Board keeps up with all new developments and manufacturing processes, and new items or materials are tested and retested to see if they would be suitable for an addition to the required seabag, or an optional item for Navy wear.

The Board also looks at suggestions from the Fleet, through the continuing flow of correspondence which comes to the Board for answer.

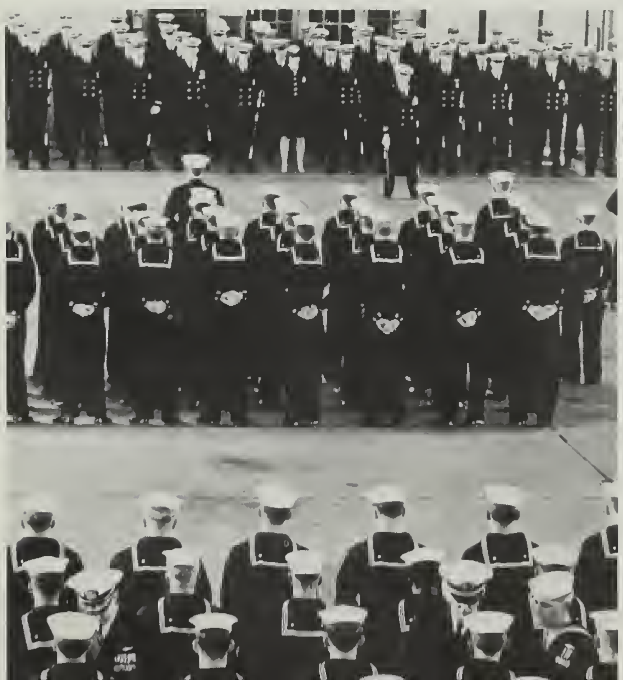
The purpose of all of these activities is, of course, progress. The Uniform Board wants the Navy uniform to be better—to cost less, fit better, be more attractive, and more functional than uniforms of the past.

Here are the latest changes to *Uniform Regs* which have been approved:

- Officers and chiefs no longer have to carry, or wear, those gray gloves while they are in blues, except for ceremonial occasions, or when standing the officer of the deck watch in port. The gloves must still be worn, however, with the overcoat or heavy raincoat.
- Blue cloth cap covers for officers and CPOs are no longer required, which means one less article for them to worry about. The blue cap covers were hardly ever used anyway.
- A short sleeve version of the new enlisted working uniform approved by CNO last July has been adopted as an optional item. The comfort features of the new working outfit led to its adoption. It will be carried in the Navy clothing stores after supplies become available.
- Specifications for overshoes will be changed to a more modern type, using live, flexible rubber. The overshoes may be rolled and packed, or stowed in a locker.
- To reduce further the number of uniform articles required by officers, a formal dress uniform has been approved, consisting of the blue jacket uniform, with white tie, wing collar and waistcoat, for male officers on those occasions when a white tie uniform is appropriate. This uniform is required only for captains and above, and those officers assigned to duties where state or foreign protocol demands such dress. This replaces the evening dress uniform.
- To improve the nontarnishing characteristics and wear life of insignia, the specifications concerning their manufacture have been changed. Silver insignia, such as silver oak leaves, need only be one-twentieth silver-filled construction, which gives them about half as much silver as previously. This makes the insignia much less expensive, and also longer-wearing. Sterling silver and silver base lace insignia are still optional, however.

Gold lace ornamentation can now have a white metal base, rather than a silver base, which will make it, too, last longer without tarnishing.

- To allow officers to buy insignia in any U. S. military service supply outlet and to keep over-all costs down, minor changes in the specifications of collar insignia for lieutenants, lieutenants (jg), and ensigns have been approved. The new insignia is identical in design to the other services. No change in size has been made. The difference in appearance is barely discernible. Insignia now on hand and in stock may be worn until no longer serviceable.
- Male Nurse Corps officers have been authorized to wear the collar grade insignia and staff corps device in place of shoulder boards on their tropical white long uniform when it is worn as an indoor duty white uniform. Difficulties had been encountered with shoulder boards while handling patients.
- White shoes of synthetic leather substitute are authorized for officers and chief petty officers on an optional basis. The leather substitute meets standards of durability, economy and appearance.
- Career Counselors now have their own identification badge, which takes the place of the Career Appraisal brassard. Navymen with an NEC of 9588 or 9589, who are assigned as a career counselor or a career information and counseling school instructor, will wear the new badge.



New Criteria for Shipping Over— Make the Grade as a Petty Officer

Forget about shipping over if you can't or won't make a petty officer grade before your enlistment expires.

With few exceptions, this is the essence of the word on "reenlistment quality control" that is to go into effect 1 Nov 1969.

It means a strict addition to the usual reenlistment qualifications, with, in the words of BuPers Notice 1133 (26 Dec 1968), a view toward assuring "a nucleus of well qualified and dedicated careerists."

The BuPers Notice added: "It is essential that personnel being recommended for reenlistment have previously demonstrated a capacity for continued professional growth."

You do this by advancing to PO3 before the end of your enlistment. If you don't, and beginning 1 November, you risk having your request for reenlistment turned down.

The new rule should not be considered a general bad-mouthing of everyone who fails to make a petty officer rating. For example, it is common knowledge that some of the sharpest sailors in the Fleet breeze through their advancement exams but miss out on promotion because of quota limitations. In any such case, not only may the E-3 reenlist, he may very likely be encouraged to do so.

With this background in mind, here's a look at the Notice on Reenlistment Quality Control:

As defined for the new policy, "reenlistment" means:

- Reenlistment of Regular Navymen and Reservists on active duty.
- Reenlistment under conditions of broken service.
- Enlistment in the Regular Navy by Reservists.
- Voluntary retention on active duty of Reservists.
- Extension of active service for more than 12 months.

To be eligible for a first reenlistment, you must be a petty officer, or be in pay grade E-3 and have passed a Navy-wide advancement exam for PO3. You are not considered eligible for reenlistment if you pass a PO3 exam and are not advanced because your CO withdraws his recommendation, or your advancement is withheld for disciplinary reasons.

If you're a nonrated man who already has reenlisted, but have less than eight years' total service at EAOS, you may reenlist if you display "career motivation" and are approved for reenlistment by the Chief of Navy Personnel. Here, your CO's recommendation for your reenlistment should be sent to CNP no later than four months before your enlistment expires. Copies of any performance evaluation reports and service record pages 4, 6, 9 and 13 not previously sent to BuPers should accompany the recommendation. CNP reviews the case and then approves or disapproves the reenlistment.

You also may be exempt from the new requirement if you are approved for rating conversion.

Reservists who enlist for six years' total service (two years' active duty) are permitted a combination of active and inactive service totaling four years to meet the requirement.

Extensions of active duty which have not become operative will ordinarily be honored. However, COs may cancel extensions that have not gone into effect for those no longer recommended for reenlistment. Although the new qualification is effective 1 November, when appropriate in the interim, COs are to act on requests for extension of active service in keeping with the spirit of the new qualification.

Of course, all the other general requirements for reenlistment, as discussed in *BuPers Manual* beginning with article C-1403, must be met by those who wish to ship over.

Full details on the latest requirements are contained in BuPers Notice 1133 (26 Dec 1968).

Vietnam Service Medal

A quick-'n-easy reference for figuring Vietnam campaigns and the number of bronze stars to display with your Vietnam Service Medal has been issued in the form of SecNav Notice 1650 (9 Dec 1968).

The directive lists the various phases of U. S. operations in Vietnam — from the Vietnam Advisory Campaign which began in March 1962 to the yet-to-be-named campaign which began last April — and specifies seven inclusive dates for use in determining campaign awards of the Vietnam Service Medal.

Generally, and assuming you had "in country" or shipboard service which entitled you to the VSM in the first place, you add one 3/16-inch diameter bronze star to the medal's suspension ribbon and ribbon bar for each campaign in which you participated.

If you served in five Vietnam campaigns, you should display one silver star instead of five bronze stars.

Your commanding officer must certify that you are eligible for a campaign award. However, if you rate one and substantiating records are not available, you may work up an affidavit and certify that you served in a unit or on board a ship under conditions of eligibility for the Vietnam Service Medal.

Here are the Vietnam campaigns and dates listed in the SecNav Notice:

Vietnam Advisory Campaign—15 Mar 1962 to 7 Mar 1965

Vietnam Defense Campaign—8 Mar 1965 to 24 Dec 1965

Vietnamese Counteroffensive Campaign—25 Dec 1965 to 30 Jun 1966

Vietnamese Counteroffensive Phase II—1 Jul 1966 to 31 May 1967

Vietnamese Counteroffensive Phase III—1 Jun 1967 to 29 Jan 1968

Tet Counteroffensive—30 Jan 1968 to 1 Apr 1968

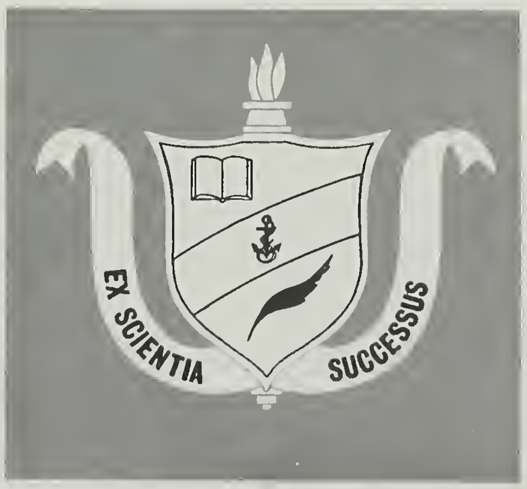
(No name established)—2 Apr 1968 to (date to be announced)

Path to Prep School and Naval Academy Is Open Again to Qualified Enlisted Men

ONE WAY the enthusiastic enlisted Navyman of today may reach the top tomorrow is to combine his enthusiasm with opportunity and apply for an appointment to the Naval Academy.

There are several ways to receive an appointment, but the most popular for the active duty or Reserve enlisted man is through a nomination from the Secretary of the Navy. Each year SecNav may appoint 85 members from the Regular Navy and Marine Corps and 85 members from the Naval and Marine Corps Reserves to Annapolis. All appointments are made on a competitive basis.

However, individuals who receive appointments under SecNav's Reserve quota are not required to attend the Naval Academy Preparatory School, whereas the appointments given individuals under the Regular quota are awarded only to enlisted graduates of NAPS.

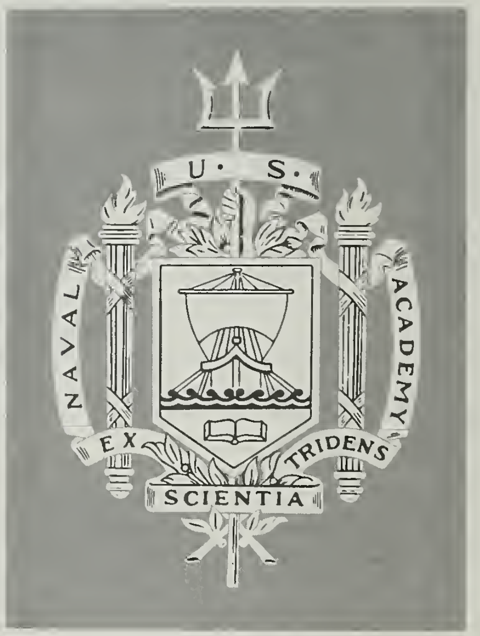


U. S. Naval Academy Preparatory School Seal

Nearly every other procedure for application for a SecNav appointment is the same for both USN/USMC and USNR/USMCR applicants.

You might say the competition for a SecNav appointment begins with the idea of personal interest. In other words, you must possess the desire, the enthusiasm and sincerity to serve as an officer in the U. S. Navy. Above all, you must have dedication.

If you are willing to accept such a challenge, grab a pencil, sit down and start taking notes.



U. S. Naval Academy Seal

SPRINGBOARD to the Naval Academy is its preparatory school located at Bainbridge, Md. This school is designed to provide intensive instruction so that you might be better prepared for the academic, military and physical training curricula at Annapolis.

This year, the school will commence classes on 21 August, with the courses continuing through May 1970 for candidates who apply for the class entering the Academy in June 1970.

Deadline for submission of applications to the Commanding Officer, Naval Academy Preparatory School, has been established as 1 May 1969 for all applicants except those applying from recruit training commands and service school commands. Applications from recruits and students may be submitted up to 15 Jul 1969. In any case, early submission is encouraged.

Before submitting your application through your command channels, there are certain eligibility requirements that must be met which apply specifically to applicants wishing to enter the Prep School in August. The requirements, as contained in BuPers Notice 1531 of 23 Dec 1968, stipulate that the applicant must meet the following qualifications.

- Be a male, U. S. citizen who enlists before 1 Jul 1969.
- Have reached his 17th birthday, but not his 20th by 1 Jul 1969.
- Be single — never have been married — and of good, moral character.
- Have a combined GCT/ARI score of at least 120 (no waivers may be granted).
- Demonstrate strong motivation toward a career as a naval officer.

Physical eligibility rests primarily on the individual's being in excellent physical condition. If there is any doubt as to your qualification in this regard, refer to the *Medical Manual,* Articles 15-43 and 15-94.

Visual acuity is set at 20/20. Waivers may be granted to exceptional candidates with vision as poor as 20/100 in each eye, correctable to 20/20. However, bear in mind, only the most outstanding candidates with less than normal vision will be admitted to the Prep School since nominees must compete for waivers to Annapolis.

Academically, you must have 15 or more units of credit acceptable as preparatory work toward college studies; four of these units may be earned at the Prep School. For NAPS purposes, an acceptable unit is defined as a year's work in high school with a grade of C or higher.

Individuals who have been enrolled in a college or junior college and left that institution on probation with academic failures, or with a poor record, should not apply unless they have subsequently earned acceptable grades or include in their application sufficient justification for having low grades. Normally, anyone who has previously attended NAPS or another service academy preparatory school will not be eligible for admission.

When you set out to apply for a program such as this, it usually depends on a number of "ifs."

For instance, IF you are selected for admission to the Prep School this summer, you will be required to have a minimum of 24 months' obligated service as of 1 Jul 1969. Then, IF you graduate from NAPS and receive an appointment to the Naval Academy in 1970, you will be required to have a minimum of 24 months' active obligated service as of 1 Jul 1970. Should it become necessary for you to make an obligated service agreement to enter either NAPS or the Academy, it will become binding and may not be canceled, except under unusual circumstance. Therefore, should you become disenrolled at any time, you will be reassigned to the Fleet to fulfill your obligated active service.

While on the subject of obligated service, graduates from the Naval Academy receive a commission as either ensign, U. S. Navy, or 2nd lieutenant, U. S.

Marine Corps, and serve a minimum of five years after graduation, in accordance with existing regulations.

There are those enlisted men who may receive a nomination for appointment to the Academy from some source other than SecNav. For example, nominations are available from the President and members of Congress, for sons of Medal of Honor winners, and for sons of deceased or disabled veterans.

If you have received a nomination from one of the above sources, you should submit an application for admission to the Prep School no later than 1 Aug 1969. If selected, you will be ordered to the school to prepare you for the nomination you already hold.

It's noteworthy that nominations made by members of Congress are for the Naval Academy and not for admission to the Prep School. Therefore, you need not correspond with your Congressman with regard to acceptance into the Preparatory School. But, after you have been selected to attend the school in Bainbridge, you are encouraged to apply for a Congressional nomination to enhance your opportunity for an appointment to the Academy from a source outside that of SecNav.

It narrows down to this. If you want to make the Navy your career, and you otherwise qualify academically and physically, it may be worth the effort it takes to begin reaching for the top in tomorrow's Navy, today.

When Bargain Shopping in Far East Be Sure to Follow These Regulations

It's NICE to be able to shop in Hong Kong or elsewhere in the Far East and take advantage of bargain prices, but while you're at it, observe the law and buy only items you are permitted to mail or carry into the United States.

This is the word from the Department of Defense on regulations which prohibit American citizens — service men and women as well as tourists — from purchasing or importing to the U. S. any goods made in Communist China, North Korea or North Vietnam.

As described in DOD's fact sheet "Shopping in the Far East" (DOD FS-54), the regulations are designed by the Treasury Department to make it difficult for these countries to obtain American dollars through the sale of goods.

The regulations specifically prohibit you from buying:

- Anything, anywhere that was made in Communist China, North Korea or North Vietnam.
- In Hong Kong, any article of traditional Chinese design, unless the seller can give you a certificate of origin acceptable to U. S. Customs.

If you attempt to mail or carry a prohibited item into the United States, the Customs Bureau will seize the article and chances are you'll never see it again.

How do you protect yourself?

For starters, shop at the Navy Exchange. All foreign-made items sold through military exchange outlets have been checked for quality as well as origin.

It Was Merry for Coral Sea

For the fourth year in a row, USS *Coral Sea* (CVA 43) and her crew were spending the last days of the old year and the first days of the new year in the same place — WESTPAC. But there was a big difference.

This was the result of a project called "To Tokyo With Love." It was a charter flight which brought 250 *Coral Sea* wives together with their husbands for Christmas.

Plans for the tour had started four months before the ship left San Francisco for the Western Pacific. *Coral Sea* had taken on the huge task of chartering a passenger aircraft; making hotel reservations; arranging for shots, passports and visas; and handling all financial arrangements.

Lieutenant Commander Jim Messegee, *Coral Sea's* assistant navigator, and Lieutenant (jg) Russ McCurdy, the ship's Public Affairs Officer, took on the job of getting competitive bids for the round trip airline flight; contacting and making arrangements for hotel reservations with four of Tokyo's largest hotels, and finalizing sightseeing and skiing trips for the 250 men and their wives.

The round trip air fare was $315.00, less than half the normal commercial charge. *Coral Sea* crewmembers were given the opportunity to sign up for the tour on a first-come, first-served basis, and the breakdown was almost evenly split between officers and enlisted men.

Well in advance of the wives' arrival, the ship's CO, Captain James Ferris, passed the word to the crew: maximum leave and liberty would be granted during the ship's stay for both married and single personnel.

While the wives and husbands spent their 10 days touring Tokyo, or striking out on their own to ski, LT McCurdy remained in Tokyo smoothing out tour arrangements and making final plans ensuring all the women would make it to the airport for the departing flight back to the United States.

Amid the confusion while the wives were in Tokyo, LT McCurdy, although a bachelor, seemed to remain cool and enjoy himself. With the ladies safely aboard the return flight on 23 December, he seemed convinced it had been an undertaking worth the effort and chaos. Moreover, he voiced the belief that reunions similar to that sponsored by *Coral Sea* might well be adopted by other carriers as a welcome reprieve from the strain of combat duty.

— Jim Richmond, Airman, USN.

But keep your sales slips; you later may be asked to produce evidence that the article does not violate Treasury regulations.

If you do your overseas shopping outside the Exchange, you should also be aware of comparative prices and custom regulations, among other things.

Of course, you may purchase articles that are distinctive in origin, such as Thai silk, Indian brass and Filipino cloth, without violating regulations. But again, you are advised to keep your sales slip in case you are asked to declare the origin of a foreign-made item.

You should be particularly careful when shopping in Hong Kong, and your only protection there is the Comprehensive Certificate of Origin. Shop only in stores which display a poster that tells you certificates of origin are issued there. The seller, by issuing the certificate, guarantees the item does not violate U. S. regulations.

Certificates are required for items in the following categories purchased in Hong Kong:

Brocaded items (bags, etc.)
Embroidered clothing
Cotton clothing (all types)
Brocaded clothing
Items with embroidery in the design
Cotton items (dolls, napkins, etc.)
Handkerchiefs
Silk clothing (except men's western-style suits and Indian saris)
Silk items, all types
Chinaware, pottery and ceramic articles
Hardwood furniture
Ivory articles
Lace items, all types
Linen items (table cloths, napkins, etc.)
Tapestries, needlepoint items
Carpets, rugs
Jade, opal, semi-precious stone articles (jewelry, figurines, bowls, etc.)

Items in the following categories may not be imported into the United States from ANY country unless proof of origin in compliance with Treasury regulations is obtained at time of purchase:

Antiques, Chinese and Chinese type
Chinese type clothing
Furniture of Chinese design or styling
Wigs
Art objects of traditional mainland Chinese design. (Items of this type made in Japan, other than antiques, are not prohibited.)
Brass trays, articles of traditional mainland Chinese design
Rugs of Chinese design
Jade stones (cut but not set)
Wastepaper baskets, folding Chinese style.

Navy's Trap and Skeet Team Offers Opportunity for Top New Talent

IF YOU'VE EVER had any success as a shotgun shooter, there may be a berth waiting for you on the U. S. Navy Shotgun Team-at-Large.

At present the team consists of 20 topnotch skeet and trap shooters, ranging from an airman apprentice to a rear admiral. They have no common duty station; they are assigned to ships and stations around the world. Because of this, many of them have never met nor fired a round together. Nevertheless, all have distinguished records, and many have prided themselves in representing the Navy in national and international competition.

Last year five members of the team won championship titles, including the World Championship which is concurrently held by Senior Chief Aviation Ordnanceman Allen F. Buntrock and Tommy Heffron, Jr., a civilian from Groton, N. Y. Both men fired perfect scores during the regular competition, then succeeded in each shooting perfect strings of 800 targets during a two-day shoot-off. At the end of the second day when neither man had missed a target, the judges decided they would share the world title.

Chief Buntrock, now stationed at the Naval Auxiliary Air Station, Fallon, Nev., also won the 1968 Southern California Skeet Shooting Championship and holds the distinction as the current 12-gauge Military Champion.

One of his teammates, Airman Apprentice Bud Ireland, Jr., serving at the San Diego Fleet Training Center, proved to be a champion in his own right by walking away from the 1968 California competition with the Class AA 12-gauge and Class B 20-gauge honors. He fired 99x100 and 98x100, respectively, to earn the titles.

Rounding out the list of top Navy shotgun shooters for 1968 are Captain George Ricketson (MC), USN, Bureau of Medicine and Surgery; Commander Henry Brus, USNR, Navy, Marine Corps Reserve Training Center, Omaha, Nebr.; and Lieutenant Commander Roy Tandy (MSC), USN, Naval Hospital, San Diego.

CDR Brus fired a 96x100 score to win the Class A 20-gauge Governor's Invitational Championship honors in Nebraska, while CAPT Ricketson and LCDR Tandy took national honors with their .410-gauge guns. The captain holds the .410-gauge honors (94x100) from the North-South Open Championships, and is the All Around Class A title holder (526x550) of the National Skeet Shooting Association's World Championships.

LCDR Tandy won the NSSA Class C .410 title with a score of 85x100.

All of these men's competitive scores, together with those of the other 15 members of the Navy team, are kept up to date by computer which tallies each shooter's monthly average. In this way, the team coordinator, assigned to the General Military Training Branch of the Bureau of Naval Personnel in Washington, D. C., is kept informed of who the top shooters are at any given time.

Use of this type system makes it that much easier for the newcomer who qualifies to become a member of the select 20.

The Navy stands ready to support you in your effort to make the team, if you so wish, so long as you otherwise meet certain requirements which have been established to insure that only those persons who show a sincere interest in the program receive the support equipment and ammunition.

Selection is based on an individual maintaining an average competitive score of 95 per cent or higher in either 12-gauge skeet or trap competitions.

Scores attained in registered competitions must be submitted to the Chief of the Bureau of Naval Personnel (Pers-C4312) who compiles the competitors' scores, feeds them to the computer and, as a result, makes the selections.

SAMIs Help

If you've done any shooting on Navy ranges, you've probably met a SAMI — Small Arms Marksmanship Instructor.

Assigned to his billet by BuPers, the SAMI assists and encourages individuals in shotgun training through a specific program geared to the development of the top shotgun shooters in the Navy for places on international teams representing the United States.

That's a big order, and one that requires close supervision, particularly over funds, equipment and ammunition to be used and expended while cultivating the marksman.

Shotgun training support is limited; therefore, the criteria for providing support to individuals must be based upon performance records, in particular, those of the National Skeet Shooting Association and the American Trap Association.

In other words, before a SAMI is authorized to issue to you either shot shell ammunition or a shotgun (as available) or other equipment to be used in association with Navy shotgun shooting, you must have registered within the past year a sufficient number of targets to meet either NSSA qualifications for regular classification, or the qualifications established for ATA classification.

Support may be made available to highly skilled shotgun shooters who, because of certain circumstances, have not participated in registered competi-

THE WORLD CHAMPION

BYE BYE SKEET—Senior Chief Aviation Ordnanceman Allen F. Buntrock, USN, sights down the barrel of his shotgun.

Al Buntrock

U. S. NAVY SHOTGUN TEAM
From Left to Right: Senior Chief Aviation Ordnanceman Allen F. Buntrock, USN; Lieutenant Commander Roy Tandy (MSC), USN; Captain George Ricketson (MC), USN; Airman Apprentice Bill Ireland, Jr., USN; and Commander Henry Brus, USNR.

tions. A new shooter who demonstrates unusual promise as a top competitor is also eligible for this support.

Because the interest in shotgun shooting far exceeds the funds available to support all those interested throughout the Navy, the support — such as guns, ammunitions, travel expenses and match entry fees — provided by BuPers must be limited to only the top 20 who have been selected to represent the U. S. Navy Shotgun Team-at-Large.

However, the Chief of Naval Operations, through OpNavInst 3591.1, has made it possible for commands to use appropriated funds to pay entry fees, travel and per diem expenses for competitors representing the command. These funds must be charged against the operating and maintenance allotment of the command.

In addition, CNO has authorized, under the same instruction, the use of appropriated funds to buy necessary skeet and trap equipment for a command's shotgun program not otherwise provided by the Navy.

Based on their performance in registered shotgun competitions, some of the more highly qualified members of the Team-at-Large may be nominated to compete at the annual Armed Forces Championships, the Interservice-International Championships, the World Skeet and Grand American Trap Competitions, and the final tryouts to represent the United States in the Pan American Games, Olympics and World Shooting Championships.

To pave the way toward these competitions, individuals highly experienced and proficient in standard American skeet and trap shooting may receive special materials and financial support to train for international type skeet and trap shooting. In the meantime, the shooter must not let his standing with the American skeet and trap methods of shooting decline.

Some shotgun shooters develop a high competitive capability for both skeet and trap. Others become proficient in only one field of shooting, or in only one class or gauge. Whichever, the merits of each individual are analyzed by the BuPers Small Arms Marksmanship Training Program manager who determines which shooters will receive the available support.

From that moment on, success as a marksman-champion demands dedication to training. Ask any one of today's top 20 Navy shotgun shooters.

Billets for Marksmanship Instructors

Small Arms Marksmanship Instructor billets are located at 23 sites in the U. S. and overseas. They are:

ComOne, ComThree, ComFour, ComFive, ComNine, ComEleven, ComTwelve, ComThirteen, ComFourteen, ComSeventeen, ComNaTechTra, ComNavAhTra, ComNaBaTra, NAS Jax, NAS Key West, NAS Atsugi, NavSta Subic, NavSta Guam, NavSta Charleston, NavSta Gitmo, PhibScolCom Coronado, NTC Bainbridge, and NavSta Annapolis.

Persons interested in competitive skeet or trap shooting are encouraged to talk with a SAMI to learn more on how to train for a possible position on the Navy's Shotgun Team-at-Large.

List of New Motion Pictures Available To Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Heart is a Lonely Hunter (C): Drama; Alan Arkin, Sondra Locke.

Rachel Rachel (C): Drama; Joanne Woodward, James Olson.

Hammerhead (C): Mystery Drama; Vince Edwards, Judy Geeson.

The Lost Continent (C): Adventure Drama; Eric Porter, Hildegard Knef.

The Detective (WS) (C): Drama; Frank Sinatra, Lee Remick.

Rosemary's Baby (C): Drama; Mia Farrow, John Cassavetes.

Interlude (C): Drama; Oskar Werner, Barbara Ferris.

Follow that Camel (C): Comedy; Phil Silvers, Jim Dale.

The Battle of Anzio (WS) (C): Drama; Robert Mitchum, Peter Falk.

Tender Scoundrel (C): Comedy; Jean-Paul Belmondo, Robert Morley.

For Love of Ivy (C): Comedy; Sidney Poitier, Abbey Lincoln.

Duffy (C): Comedy; James Coburn, James Mason.

Subterfuge (C): Drama; Gene Barry, Joan Collins.

Dayton's Devils (C): Action Drama; Rory Calhoun, Leslie Nielson.

Single Room Furnished (C): Drama; Jayne Mansfield, Dorothy Keller.

The Ugly Ones (C): Western; Richard Wyler, Thomas Milian.

Paper Lion (WS) (C): Comedy; Alan Alda, Lauren Hutton.

The Bliss of Mrs. Blossom (C): Comedy; Shirley MacLaine, Richard Attenborough.

The Secret Life of an American Wife (C): Comedy; Walter Matthau, Anne Jackson.

The Angry Breed (C): Drama; Jan Sterling, James MacArthur.

Navy Federal Credit Union Begins Operation of Cable Loan Service

FAST, dependable, low-cost credit became available to Navymen in the Mediterranean area when the Navy Federal Credit Union recently put its Cable Loan Service in operation in Rota, Spain, and Naples, Italy.

The new Cable Loan Service, provided under an agreement between the Navy Ship's Store Office and the NFCU, is designed to give NFCU members a rapid means of financing U.S.-manufactured automobiles and other high cost items purchased through overseas exchange facilities. In Rota, Spain, the loan service is available at the exchange personal services desk, while the NFCU representative is located in the U. S. Naval Support Activity Administration Building in Naples, Italy.

A spokesman for the Washington, D.C.-based credit union, which has assets exceeding $90 million, said the Cable Loan Service was inaugurated as a service to NFCU's overseas members. Four other CLS sites, hopefully, will be opened sometime this year, he added. An NFCU representative at each site will be available to provide financial counseling and assist in completing loan applications.

The Cable Loan Service is provided in addition to regular telephone and mail savings and loan services. It is consistent with the recent recommendations of a House Committee on Banking and Currency subcommittee which studied the nature and scope of credit problems facing servicemen stationed in Europe. It concluded that an onsite credit union representative and direct communications between the military base and the credit union home office in the U. S. would best serve military personnel assigned duty in Spain.

As a result, the service initially began in Spain and within a month was begun in Naples.

Members in either Rota or Naples who wish to borrow money from the NFCU should complete the cable loan application available at the personal services desk in the Navy Exchange, Rota, or the NFCU office located in the Administration Building, Naval Support Activity, Naples. Completed cable loan applications are transmitted by Telex to NFCU, Washington, D.C., where, in normal circumstances, loans are approved within 24 hours. The credit union pays the cost of all cable transmissions.

Always a Member

The Navy Federal Credit Union's policy of "once a member, always a member" assures lifetime, worldwide credit union service to all members who maintain their accounts with NFCU.

New memberships may be accepted in foreign countries from any of the following categories:

- Navy and Marine Corps officers.
- Navy and Marine Corps enlisted men and women stationed in or assigned to ships homeported in foreign countries.
- Navy and Marine Corps enlisted men assigned to a Fleet unit and using Navy Exchange facilities ashore in a foreign country who are not members of another credit union that provides full service to its members overseas.
- U. S. citizen employees of the Department of the Navy who are working in a foreign country.

Application for a loan and membership may be made concurrently.

The Navy Federal Credit Union is an association of more than 115,000 Navy and Marine Corps military and civilian personnel who have created a source of low-cost credit for themselves and their families by saving collectively.

The credit union lends money to all its members at the rate of 4/5 of 1 per cent per month on the unpaid balance. This is a simple annual interest rate of 9.6 per cent.

Loans of up to $2500 may be granted on signature alone if the individual's financial situation warrants; loans of up to $10,000 are available with sufficient collateral.

NFCU auto loans may be for amounts of up to 75 per cent of the manufacturer's U. S. list price of a new car or up to 75 per cent of the current NADA value of a used car, plus an additional amount on signature if the individual qualifies.

Brochures containing information on NFCU may be obtained at Navy exchanges located in foreign countries, or by writing the Navy Federal Credit Union, Main Navy Building, Washington, D. C. 20360.

Correspondence Course List Is Revised

One new correspondence course has been issued for Navy enlisted men and nine other enlisted courses, plus one for both officers and enlisted men, have been revised.

A new course has also been issued for officers while four other officer courses have been discontinued.

The new and revised courses are available through the Naval Correspondence Course Center, Scotia, N.Y. 12302.

The new enlisted course is:

- ECC *Data Systems Technician 1 and C,* NavPers 91234. CONFIDENTIAL.

The nine revised correspondence courses for enlisted men are:

- ECC *Aviation Boatswain's Mate E 1 and C,* NavPers 91672-B; supersedes NavPers 91672-A.
- ECC *Lithographer 3 and 2,* NavPers 91471-1A; supersedes 91471-1.
- ECC *Boilerman 2,* NavPers 91512-4; supersedes 91512-3.
- ECC *Boilerman 3,* NavPers 91511-2; supersedes 91512-3.
- ECC *Aviation Machinist's Mate J 3 and 2,* NavPers 91582-A; supersedes 91582.
- ECC *Machinist's Mate 1 and C,* NavPers 91504-F; supersedes 91504-E.
- ECC *Commissary 1 and C,* NavPers 91443-2D; supersedes 91443-2C.
- *Engineman 1 and C,* NavPers 91521-H; supersedes 91521-G.
- ECC *Aviation Fire Control Technician 3 and 2,* NavPers 91634-3; supersedes 91633-1B and 91634-2A.

The correspondence course which has been revised for both enlisted men and officers is:

- OCC/ECC *Disaster Control, NavPers* 10440-1; supersedes 10440.

The new correspondence course for officers is:

- OCC *Water Supply and Sanitation,* NavPers 10750-A.

The four officer courses which have been discontinued are:

- OCC *Cold Weather Engineering,* NavPers 10910-A.
- OCC *Design Criteria for Mechanical Engineering Systems,* NavPers 10748-A1.
- OCC *Design Criteria for Structural Engineering,* NavPers 10749-A.
- *Airfield Pavements,* NavPers 10751-A.

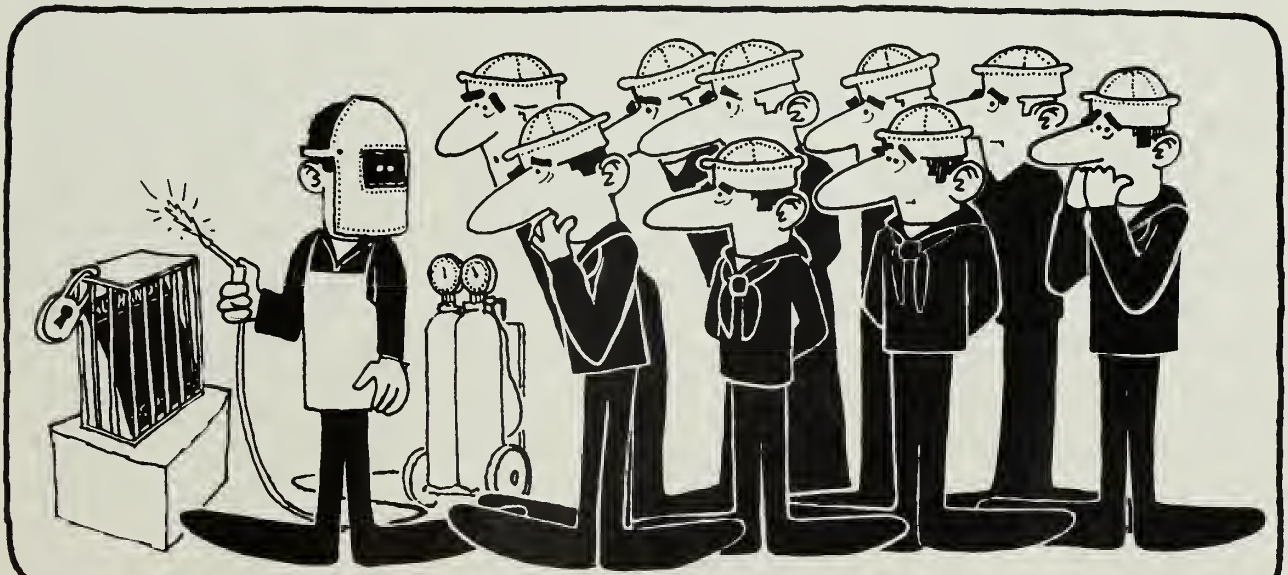
An Opportunity for Recruiting Duty

Have you noticed the back cover of this issue of ALL HANDS Magazine? It points up an opportunity for shore duty for qualified personnel in certain ratings as Navy recruiters.

Are you interested? For further information, check the following directives:

Recruiters must be qualified in accordance with the provisions set out in Chapter 4 of the *Enlisted Transfer Manual,* NavPers 15909 series. You must be also eligible in accordance with BuPers Notice 1306 (which lists the Seavey segment cutoff dates).

Volunteers are needed and, at this time, there is a particular need in the First, Third, Fourth and Ninth Naval Districts.



TURN ALL HANDS LOOSE—Remember there are nine other shipmates waiting to read this issue . . . so pass it on.

Check These Changes in CPO Evaluation Procedures

Your performance?

You are extremely effective and reliable. You work well on your own.

Behavior?

You always act in the highest traditions of the Navy.

Leadership and supervisory ability?

You get the most out of your men.

Military appearance?

You wear the uniform with great pride.

Adaptability?

You get along exceptionally well with others and you promote good morale.

Nice; you're a 3.8 to 4.0 Navyman.

However, if you're a chief, senior chief or master chief petty officer, these cliches of praise (you've seen them over and over and over and over) don't mean much to an advancement or assignment board. You may be outstanding, but so is almost every other chief in the Navy.

In many cases, word for word.

This is the main reason the familiar Report of Enlisted Performance Evaluation (NavPers 792) has been dropped as the format for annual evaluations on men and women in the top three enlisted grades.

Hopefully, the new form introduced this year, NavPers 18658, will do away altogether with rubber-stamp-like evaluations on E-7s, E-8s and E-9s.

BuPers Inst. 1616.7 says the new evaluation form is based on a number of precepts, which include:

- Chiefs perform in an outstanding manner in competing for senior grades, and therefore comprise a generally outstanding group.
- Adjectives such as "outstanding" and "exemplary" are ineffective in distinguishing levels of performance among chiefs.
- Performance level differences among chiefs are minimal. However, effective selection requires that any differences be evaluated and reported.
- The evaluating officer in the field (Fleet) is in the best position to "compare ratee with others of his rate." This is sometimes difficult, particularly when, for example, there may be only one E-9 on board. However, there usually is no better way to evaluate than by using a "compare" basis. Here, the ability of the evaluating officer to single out the top performers as well as the ineffective ones is an important function of leadership and responsibility of command.

The new evaluation report gives a more detailed accounting of the

Some Ratings Decompressed, Others Reestablished, at E-8 and E-9 Levels

A recent BuPers study on the enlisted rating structure has resulted in the disestablishment of one E-9 rating, the decompression of three job titles, and the reestablishment of eight senior and master chief petty officer ratings.

As it now stands, senior chief machinist's mates and boilermen no longer will work toward the title of Master Chief Steam Propulsionman since this rating title has been erased from the general rating structure chart.

The three occupational titles, both at the E-8 and E-9 levels, which have been decompressed are Torpedoman's Mate, Quartermaster and Storekeeper.

Reestablished in the rating structure are:

- Master and Senior Chief Mineman.
- Master and Senior Chief Aviation Storekeeper.
- Master and Senior Chief Signalman.
- Master Chief Ship's Serviceman.
- Master Chief Aircrew Survival Equipmentman.
- Master Chief Aviation Maintenance Administrationman.
- Master Chief Machinist's Mate.
- Master Chief Boilerman.

This latest rating change, effected on 15 February, was announced through BuPers Notice 1440, which applies to all Regular and Reserve, active or inactive members.

Those affected by the revisions do not necessarily have to whip out the needle and thread to sew on any new rating badges. Instead, they may automatically retain their present rating if it remains the same as the rating in which they have been serving all along.

In other words, a master chief quartermaster, who advanced up the QM promotion ladder, may remain a QMCM. On the other hand, if his path of advancement to QMCM was up the Signalman ladder, he may request to remain a QMCM (which he became as a result of the previous compression ruling) rather than revert to SMCM.

However, if he wishes to do so, he may thread the needle and switch back to his signalman status, or request a change to another rating, altogether.

The same procedure applies to each of the ratings mentioned above with the exception of the Master Chief Steam Propulsionman rating. Individuals in this category must revert to either Master Chief Machinist's Mate (particularly those with NEC 33XX) or to Master Chief Boilerman.

With regard to promotions, the exams taken in February 1969 were based on the compressed rating structure. Therefore, special measures are being taken at the Examination Center in grading those exams to insure that candidates are competing only among their contemporaries in the revised rating structure. New exams will be available for the February 1970 examination cycle, according to the Notice.

Individuals slated to be advanced on 16 April and 16 June, as a result of selections by the 1968 Selection Board, will be promoted in the new path of advancement prescribed by the revised rating structure shown here:

E-7	E-8	E-9
QMC	QMCS	QMCM
SMC	SMCS	SMCM
TMC	TMCS	TMCM
MNC	MNCS	MNCM
PRC	PRCS	PRCM
AZC	AZCS	AZCM
MMC	MMCS	MMCM
BTC	BTCS	BTCM
SHC	SHCS	SHCM
SKC	SKCS	SKCM
AKC	AKCS	AKCM

chief's status and performance. Until your division officer (or whoever else does your evaluation) gets used to the form, he probably will spend more time preparing it than he did the old NavPers 792. The latter still is used for evaluations on those in grade E-6 and below.

In addition to your name, duty station, description of primary and collateral duties, and any special assignments you may have had, the report wants to know how many people you supervise and if your billet level is above or below your pay grade.

The evaluating officer is asked whether he bases the report on frequent or infrequent observations. He also makes recommendations for your future duty assignments.

In the evaluation section of the form (see cut), specific traits to be marked are performance of duty; endurance; personal appearance; cooperativeness; reliability; initiative; conduct; potential; resourcefulness; leadership (separate marks for directing and counseling); verbal expression (separate marks for writing and speaking); over-all evaluation; and trend of performance during the marking period.

Here, the marks assigned must reflect your performance in comparison with others of your rate and rating. For example, a DCCM should be compared only with other DCCMs.

However, if you are on a special assignment, such as recruiter duty, you would be compared with others in your pay grade who perform similar duties.

For each category, the evaluating officer marks you in one of the 10 percentage zones, or "not observed."

It is presumed that you fall within the "typical outstanding" zone, unless the quality of your performance can be distinguished as above or below that of others with your rate and rating.

Therefore, if you're a "typically outstanding" chief, you would appropriately be marked in the "top 50 per cent" or "bottom 50 per cent," as the evaluating officer sees fit.

However, if you are something more (or less) than "typically outstanding," you could be placed in the top 30 per cent, top 10 per cent, top five per cent or top one per cent; or conversely, bottom 30 per cent, bottom 10, etc.

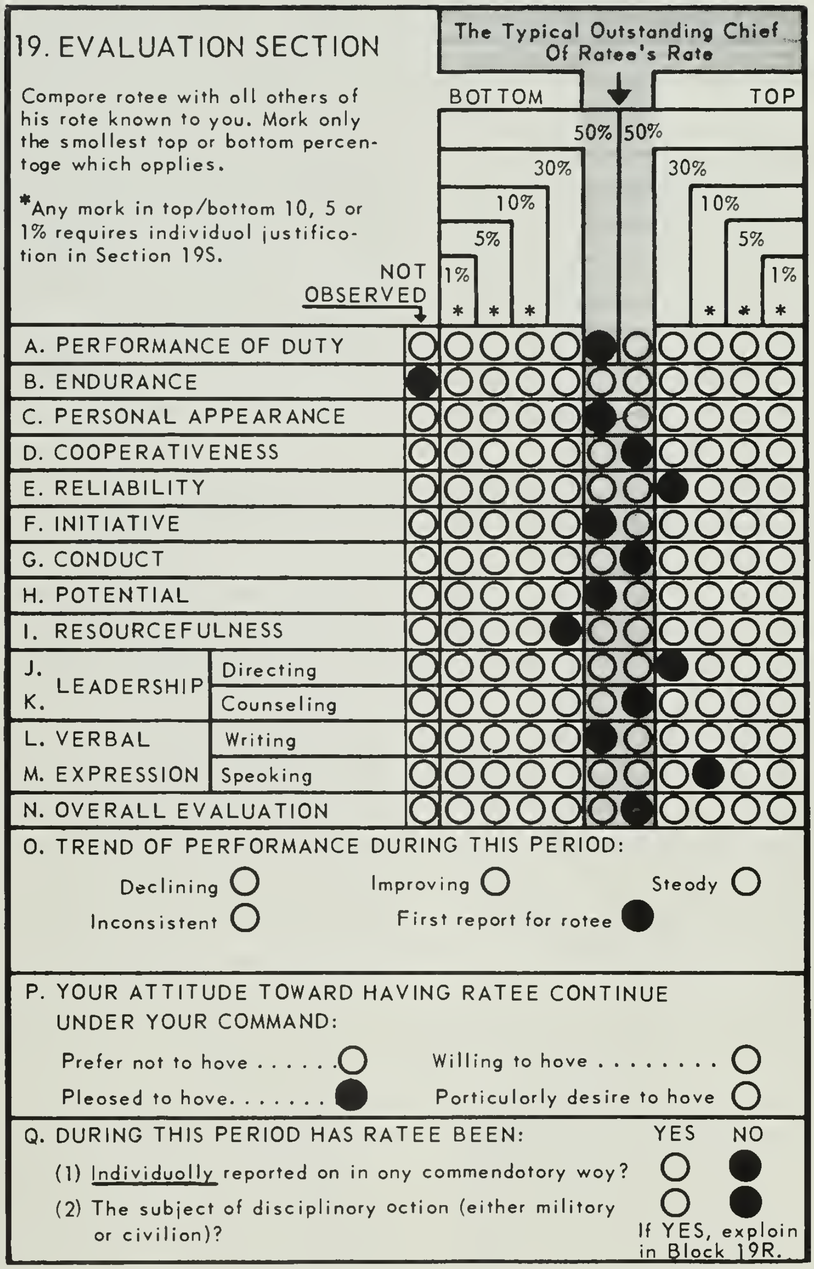
Justification must be written into the report only if you are marked in the top or bottom one, five or 10 per cent.

The reporting officer also is asked whether he is pleased to have you on board, and must specify whether the trend of your performance is steady, inconsistent, declining, or whatever.

Since the form is processed by computer and scanned electronically, it must be filled out with graphite pencil.

By the time you read this, evaluations using the new form should have been made on schedule for chiefs (16 Jan 1969) and senior and master chiefs (16 Feb 1969). Commands which did not receive copies of the form and the implementing directive in time to meet the January and February marking schedules were to delay evaluations until the new forms arrived.

Full details on the new evaluation report are in BuPers Inst. 1616.7.



19. EVALUATION SECTION

Compore rotee with oll others of his rote known to you. Mork only the smollest top or bottom percentoge which opplies.

*Any mork in top/bottom 10, 5 or 1% requires individuol justificotion in Section 19S.

The Typical Outstanding Chief Of Ratee's Rate

			BOTTOM					TOP			
		NOT OBSERVED	1% *	5% *	10% *	30%	50%	50%	30%	10% *	5% *	1% *
A. PERFORMANCE OF DUTY		○	○	○	○	○	●	○	○	○	○	○
B. ENDURANCE		●	○	○	○	○	○	○	○	○	○	○
C. PERSONAL APPEARANCE		○	○	○	○	○	●	○	○	○	○	○
D. COOPERATIVENESS		○	○	○	○	○	○	●	○	○	○	○
E. RELIABILITY		○	○	○	○	○	○	○	●	○	○	○
F. INITIATIVE		○	○	○	○	○	●	○	○	○	○	○
G. CONDUCT		○	○	○	○	○	○	●	○	○	○	○
H. POTENTIAL		○	○	○	○	○	●	○	○	○	○	○
I. RESOURCEFULNESS		○	○	○	○	●	○	○	○	○	○	○
J. LEADERSHIP	Directing	○	○	○	○	○	○	○	●	○	○	○
K.	Counseling	○	○	○	○	○	○	●	○	○	○	○
L. VERBAL	Writing	○	○	○	○	○	●	○	○	○	○	○
M. EXPRESSION	Speaking	○	○	○	○	○	○	○	○	●	○	○
N. OVERALL EVALUATION		○	○	○	○	○	○	●	○	○	○	○

O. TREND OF PERFORMANCE DURING THIS PERIOD:

Declining ○ Improving ○ Steody ○

Inconsistent ○ First report for rotee ●

P. YOUR ATTITUDE TOWARD HAVING RATEE CONTINUE UNDER YOUR COMMAND:

Prefer not to hove . . . . . ○ Willing to hove . . . . ○

Pleosed to hove. . . . . . ● Porticulorly desire to hove ○

Q. DURING THIS PERIOD HAS RATEE BEEN: YES NO

(1) Individuolly reported on in ony commendotory woy? ○ ●

(2) The subject of disciplinory oction (either military or civilion)? ○ ●

If YES, exploin in Block 19R.

Letters to the Editor

Serialized Correspondence

SIR: The *Correspondence Manual,* the guide used by yeomen to prepare letters, states that serial numbers are not required on unclassified correspondence, but that classified correspondence shall be serialized.

Many a yeoman will tell you, I'm sure, that their commands, nevertheless, do serialize unclassified correspondence regularly.

Aside from the *Manual,* is there anything in writing to which I can refer regarding this serialization problem?—T. G., YN2, USN.

• *There are no written Department of the Navy guidelines concerning serialization of correspondence, except for those contained in the "Correspondence Manual."*

Where security classification is involved, the procedure of using serial numbers is for the purpose of positive accountability. This, too, may be the reason some commands use them on unclassified correspondence, particularly when more than one letter is sent to the same addressee on the same date.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Efficiency experts have discouraged the use of serial numbers on unclassified correspondence since, in many cases, their value is more than offset by their cost in time and effort.

In other words, when used outside their intended purpose, to aid in the accountability of classified correspondence, serial numbers tend to facilitate unessential controls.—ED.

CPO Mess President

SIR: To quote *Navy Regs,* the president of a CPO mess on board ship should be "the chief petty officer who is senior for purposes of military authority." This makes sense, of course, and usually it is easy to figure who among a group is senior.

However, *Navy Regs* does not state that the mess president be the senior chief in the ship's company.

Does the absence of such wording mean that a chief who's on board for TAD, or a chief on board with a flag or staff allowance, could be the mess president?

For example, let's say the senior chief in a flag allowance embarked on board a heavy cruiser is a QMCS, while the senior chief of the ship's company is a GMCS. Since gunner's mate is two steps below quartermaster on the list of rating precedence for military seniority, the QMCS is the senior chief on board.

However, the consensus here is that the GMCS should be the mess president because he is permanently attached to the ship, while the QMCS is only temporarily assigned. On the other hand, some chiefs maintain that since *Navy Regs* makes no such distinction, the senior chief who belongs to the mess, be he permanent or temporary, should be its president.

Is there any official reference which can resolve this confusion? — D. C. G., QMCS, USN.

• *First, take a look at article C-2103, "BuPers Manual," revised by change 17 last September, and you'll find there no longer is precedence among ratings for military seniority. This means, in your for-example situation, the QMCS is not senior to the GMCS by virtue of rating alone. (See next month's* ALL HANDS *for more on enlisted precedence.)*

But, to cover eventualities, let's say the QMCS has been in grade E-8 longer than the GMCS, does indeed take precedence, and there still is confusion about which of the two should be president of the mess.

It's true that "Navy Regs" is not much help in resolving this specific problem — except that, for analogy, you can check the "Regs" on officer messes. Article 1812 limits the officer mess presidency to "the senior line officer in command or in succession to command." This means that officers of an embarked staff may not serve

Wave Serving With Navy Husband

SIR: I've been told that a Wave married to a Navyman is eligible for transfer to his duty station after she has served at her duty station one year.

Is this true?—E. L. W., DTAN (W), USN.

• *In general, yes. But let's clarify the pertinent facts, as relayed to us from the people who deal directly with Navy's distaff corps.*

After an enlisted woman has served a minimum of one year at her current duty station, she is eligible to be transferred at no cost to the government to duty within the general area (approximately 50 miles) of her husband's permanent duty station, home port or residence. The area must be one where she can serve in both her rate and rating.

If a transfer is not possible, she is eligible for an honorable discharge by reason of convenience of the government six months from the date of her request.

However, if she has attended service school, she has an additional active duty requirement that must be fulfilled before she can be released from active duty.

These basic requirements, which are spelled out in the "Enlisted Transfer Manual" (Chapter 16.5), and the "BuPers Manual" (Article C-10306(3)), apply to all married enlisted Navy women whether their husband be a Navyman, a member of another military service, or a civilian.—ED.

as mess president, because they are not in the line of succession to command the ship.

.By using the analogy, it could be concluded that in the spirit of "Navy Regs," the senior chief in the ship's company should be president of the CPO mess. It is believed that the generally short-term availability of a TAD, flag or staff senior chief, could make it impractical for him to function properly as the mess president.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- uss *Idaho* (BB 42) — A 50th anniversary reunion of all officers and enlisted men who served in *Idaho* will be held in Boise, Idaho, 21-24 August. For details write uss *Idaho* (BB 42) Association, 7130 Wheatley St., San Diego, Calif. 92111.
- uss *New Orleans* (CA 32)—The second reunion will be held 8-11 July, Jung Hotel, New Orleans, La. Contact NO-Boat Reunion, P. O. Box 773, Kingsville, Tex. 78363, for all details.
- uss *Pintado* (SS 387) — The first reunion of plankowners on the ship's 25th anniversary is scheduled for August to help launch *Pintado* (SSN 672) at Mare Island Naval Shipyard. Write to F. W. Powers, 2100 E. 25th Place, Yuma, Ariz. 85364, for details.
- uss *Northampton* (CA 36)—The second annual reunion will be held 7, 8, 9 August at Northampton, Mass. For further information, contact S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.
- uss *Canberra* (CA 70 and CAG 2) — Will hold its reunion 10, 11 and 12 October in New York City. For further details, write to Jerry Der Boghosian, P. O. Box 1602, Portland, Maine 04104.
- *V-12, Carroll College*—A reunion is being planned 17, 18 and 19 October for V-12 students who attended Carroll College, Helena, Mont., in 1943, '44 and '45. For details, write Alumni Office, Carroll College, Helena, Mont. 59601.
- uss *Pennsylvania* (BB 38) — A tentative date of 24, 25 and 26 October for a reunion of all former shipmates is being planned. For further information, write Walt Gage, 2508 Boulder Road, Altadena, Calif. 91001.

More on Navy Tank Corps

Sir: I seem to be the 11th man on the totem pole, since the September 1968 issue has just reached me. I must say that, in spite of their determination, your nitpickers must have mislaid their fine-tooth combs, because they missed a big one in that issue.

You open the article "Desert Tank Corps" with the question, "Would you believe—a Navy Tank Corps?" I must ask you a related question: Where do you think tanks got their start? The answer is in the Navy—The Royal Navy, that is.

The article on Tanks in the 14th edition of the *Encyclopaedia Britannica* shows that the Right Honourable Winston Churchill was the only member of the Committee of Imperial Defence (that's the British spelling) who thought the idea of "landships" worth trying, and it was under Admiralty sponsorship that they were developed. It is even said that they were commissioned as His Majesty's Land Ships. Since they were too small to be self-accounting units, this can hardly be true. It was not until they showed definite promise of being effective in action that the War Office showed any interest.—Philip A. C. Chaplin, LT, rcnr (Ret).

- *We rectify that omission herewith.*

The Naval History Division has filled us in on a few additional developments concerning the Royal Navy's involvement. It seems that during World War I, Ernest Dunlop Swinton, a lieutenant colonel in the British Army, developed an idea for a gasoline-powered armored vehicle that would move on revolving tracks. Col. Swinton made his proposal to the Secretary of the Committee of Imperial Defence, Sir Maurice Hankey.

The Secretary incorporated this concept in a memo to Prime Minister Asquith on the deadlocked war in France. Winston Churchill, First Lord of the Admiralty, saw the memo, understood the importance of the idea, and officially encouraged the use of Swinton's vehicles in a memo on 5 Jan 1915.

The Navy, as part of its responsibility for protecting Britain against air attack, had established air bases at Dunkirk, France. These bases were defended by armored cars which were not very satisfactory for crossing ditches and other obstacles. Churchill's "landships" were part of his search for better armored cars.—Ed.

Serving With Marines

Sir: Should chief petty officers attached to a Marine division wear bronzed (blackened) collar insignia or gold collar devices on the shirt?

U. S. Navy Uniform Regulations seem to favor the latter and that's what I have been wearing. I find, however, that gold on the collar draws numerous salutes from young and unknowledgeable Marines. — O. H. Jr., HMC, usn.

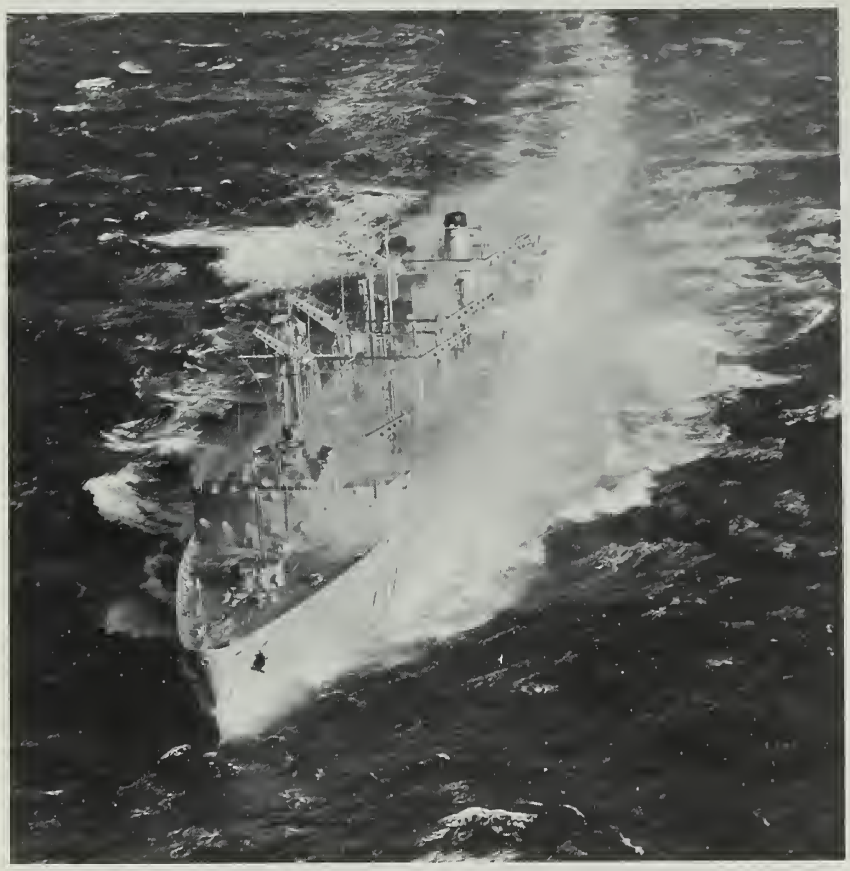
- *Experts on the subject tell us you are correct in wearing gold devices on your collar. As to the salute, we suggest you adopt one of two attitudes — grin and bear it or relax and enjoy it.*—Ed.

USNR to Fleet Reserve

Sir: Is an enlisted man, who has completed 12 years of continuous active duty and eight years of temporary active duty, eligible for transfer to the Fleet Reserve with pay on completing his twentieth year of service? —R. K. C., CDR, usnr.

- *Yes.*

Check Article C-13404 of BuPers Manual. *It states that any enlisted member of the Naval Reserve on active duty—including temporary active duty—may transfer to the Fleet Reserve upon completion of 20 years active service provided all other requirements are met, that is, completion of any active duty agreements, served one year on board, etc.*—Ed.



WASH DAY—*USS Wichita* (AOR 1) tests washdown system during builder's trials. She will carry a variety of supplies including 8,900,000 gallons of fuel.

Evaluations

SIR: There is less-than-unanimous agreement in our admin division on how to interpret some instructions in the *BuPers Manual* on enlisted performance evaluations.

One side maintains that a regular evaluation should be made even though the man had a special evaluation worked up during the same reporting period.

The other side (mine) breaks out article C-7821 of the *Manual*, and reads paragraph (6) which says: ". . . at least one report for each marking period, either regular or special, is made . . ."

In other words, and to condense the dispute, I argue that when a man has a special evaluation made on him, there is no requirement for a regular evaluation at the end of the same reporting period. Another PN says I'm wrong. Am I?—H. M. K., PN1, USN.

• *You're a qualified winner. The article you cite means exactly what it says. An evaluation should be made at least once during each regular reporting period. If a man receives a special evaluation, and there is no substantial change in his performance, a regular evaluation is not required.*

However, if a "significant portion" of a reporting period is not covered with a special evaluation, a regular report should be made. A "significant portion" is 90 days or more.—ED.

K-9 Handlers

SIR: I would like to know more about the Navy's K-9 Corps—how a person becomes a handler, and whether or not he must have any special background or rating.—R. D. C., QMSN, USN.

• *At the present time, the Navy uses sentry dogs primarily in Vietnam. Thirty-five teams have been assigned, with a team consisting of one dog and one handler.*

Although the handler is a Navyman and a volunteer with a marked liking for animals, the dogs are drafted from the Air Force. The Navy does not have its own source of K-9 supply or training.

The dogs are generally supplied from the kennels at Lackland Air Force Base, Texas. It is also there that the Navy volunteer attends an eight-week Sentry Dog Handler course, after completing a four-week Internal Security Force course at the Naval Amphibious School, Coronado, Calif.

A liking for dogs is only one quality an individual must display when he's considered as a potential handler. He must also be unusually resourceful, patient, dependable and intelligent. Furthermore, he must meet the volunteer requirements for Vietnam duty as described in BuPers Notice 1306 of 8 May 1968.

No specific height or weight requirements have been established, other than the usual good physical condition. A handler may be of almost any rating. However, handlers are usually in pay grade E-3; supervisors are in pay grade E-5 or above.

All this is somewhat academic, as the Navy K-9 detailer informs us that there is a waiting list for assignment as Sentry Dog Handler NEC-9541.

Nevertheless, if you wish more information, you may write to the Chief of Naval Personnel, ATTN: Pers B211RVN, Navy Department, Washington, D. C. 20370. Good luck.—ED.

Claim Against Slow Mover

SIR: When I transferred from Pensacola to Jacksonville last summer, I was allowed one day travel time while my household goods were tagged to be delivered within eight days.

That's not too bad a ratio, I guess, except that my goods didn't catch up with me until 15 days later . . . "due to a lack of equipment . . ." so I was told by the mover.

In the meantime, I shelled out money for temporary lodging in Jacksonville, money which otherwise would have been better spent.

Since the mover didn't make delivery within his contracted eight days, is there any claim I can make to be reimbursed for this somewhat costly expense?—A. E. H., AE1, USN.

• *Representatives of Naval Supply Systems Command (NAVSUP), Washington, D. C., who have responsibility for management and administration of the Navy's Personal Property Program, contacted the origin shipping activity, NAS Pensacola, in regard to your case and the records in Pensacola indicate that at the time you submitted your application for shipment, you indicated a preferred arrival date of 28 Aug*

1968, for delivery of your household goods.

Under existing regulations, a mover is expected to make every effort to deliver a shipment on or before the preferred arrival date. But, if he is unable to meet his delivery date, he is obligated before that date to notify both the origin and destination Personal Property Transportation Officers of the circumstances causing the delay.

In your particular case, such notification was made—the mover informed the transportation officers that the delay was, in fact, due to a shortage of equipment, a condition that frequently occurs, so we're told, during the peak summer shipping season.

Nevertheless, delivery was made on 3 September, six days beyond the date you wished to have delivery made.

In some instances in which owners have suffered undue hardship because of an excessive delay beyond the preferred arrival date, movers—or carriers, if you prefer—have honored inconvenience claims for extra expenses incurred above the claimants' normal living expenses.

Such claims, however, are private matters between the owner of the property and the carrier. If you wish to submit such a claim, you will have to cite the extra expenses which you believe to have resulted directly from the carrier's failure to deliver your property with "reasonable dispatch."

The time allowed Navymen for travel between duty stations has no bearing on the time required for the transportation of personal effects by commercial moving companies. In your case, NAVSUP *tells us that the normal transit time allowed for household shipments of the weight of your shipment, between Pensacola and Jacksonville, should have been seven days.*—Ed.

Department of the Navy

Sir: A question has bugged me from time to time during the past year or so—ever since I saw a directive which said, in effect, don't use Navy Department in letterheads and addresses. Make it Department of the Navy.

Fine, so which is it?

The Standard Navy Distribution List still uses Navy Department in some official addresses. However, the SNDL cover indicates it's a Department of the Navy publication.

I process official mail for my command, and believe I should address other commands properly.

Is there really any difference between Navy Department and Department of the Navy? Since I'm assigned to the Fleet, which do I come under?

Hope you don't think I'm some kind of weird, but it appears I don't know whom I work for.—R. D. J., PN1, USN.

• *No need to feel self-conscious about not knowing who the boss is. The answer is moderately complex.*

However, the office for administrative management, Office of the Chief of Naval Operations, suggests a workable rule of thumb: Unless you work for a staff office, bureau, or headquarters in Washington, D. C., you are a part of the Department of the Navy.

Title 10 of the U. S. Code defines "Department of the Navy" as including the executive part of the Department of the Navy; the Headquarters, U. S. Marine Corps; the entire operating forces; and all field activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the Secretary of the Navy.

General Order 5 defines "Navy Department" as including the central executive offices and bureaus of the Department of the Navy located at the seat of government.

Thus, the terms are not quite the same. Each has its official definition, and either may be used whenever the use is in keeping with its definition.

The people we referred your question to were not aware of any Navy-wide directive such as you cited. They suggest that it may have been issued by the Washington headquarters of the activity concerned.

They also point out that neither of the terms appears to be more advantageous for expediting mail. The SNDL, however, is the Navy's standard publication on mailing addresses, and should be followed. They feel that the use of a different format on the cover of the SNDL is not necessarily inconsistent, as the emphasis there is organizational identification for government-wide purposes.

One further point. Of the two terms, the preference of the Department is to use "Department of the Navy" on letterhead stationery and return addresses and indicia on envelopes. Instructions to that effect have been issued to the Navy Department.—Ed.

Retainer Pay Recomputed

Sir: I was recalled to active duty from the Fleet Reserve in March 1966 for a four-year additional tour. When I retired the first time, I had 19 years, six months and 10 days of military service, but by the time I'm released in 1970, I'll have 24 years' total service. This will make me eligible for a new retainer based on the 26-year pay level.

Question is, which pay scale will be used for the recomputation?—M. G., HMC, USNFR.

• *Our fiscal wizard friends in the Comptroller's office tell us your new retainer pay will be recomputed based on the "present pay scale" (the one that went into effect July 1968) for 26 years' federal service.*

The 1968 pay scale will be used because, as the law now reads, to be eligible to have your pay recomputed at the rate in effect when you are released from active duty you must serve on active duty at least two years and draw the same rate of pay during those two years.—Ed.

Points for Advancement

Sir: I narrowly missed making chief in the August 1968 exams. I passed the test but my final multiple was one point below the minimum required.

I have no hard feelings; I understand the line must be drawn someplace. However, I am concerned about my educational services office not having figured my multiple credits for advancement two points higher.

Before the exam, I was told I could not be given two points credit for a Good Conduct Award I was to have earned as of 14 Nov 1968. I suspected the correctness of this. For one thing, my time in service and time in grade (make that two things) could have been figured as of 16 Nov 1968, even though I didn't need that leeway. For another, I recall August 1964 when I took the DK1 exam and was given two points credit for a Good Conduct Award I had not earned before the exam, but would have earned before terminal eligibility date after exam.

Whatever, I shrugged it off—not realizing that one or two points in a final multiple could be the difference.

Now, what must be an obvious question: Must a Good Conduct Award have been earned on the date of an advancement exam if it is to be included in a final multiple?

If not, and if my ESO made a mistake, do I have any recourse?—P. B. G., DK1, USN.

• *Your ESO did not goof. Paragraph 401.2.1(18) of the "Advancement Manual" states that only awards received or authorized before an examination date may be used in computing the awards multiple.*

This requirement has been in effect only since 1 Mar 1967—which explains why you were given credit for a Good Conduct Award you would have earned before your exam's terminal eligibility date in 1964.

The reason for the change? Some people were given credits for awards they never received.—Ed.

It's Oglala, Not Ogallala

Sir: A chief friend of mine tells me there once was a ship with the same name as my hometown, Ogallala, Neb.

If so, would you please print a rundown on her history?—S. E. W., IC3.

• *As near as our historical research friends are able to determine from their files in the Naval History Division, there has never been a ship named after Ogallala, Neb.*

There was, however, a ship with a name spelled very nearly the same: USS Oglala (*ARG* 1) (*ex-CM* 4), *which was named after the Oglala tribe of the Dakota Sioux Indian nation. She is probably the ship your friend has in mind.*

On the chance that O-g-a-l-l-a-l-a is a variant spelling of the Indian tribe, you may share with pride your association with USS Oglala *who gave almost 30 years' service to the Navy.*

She was built in 1907 in Philadelphia as the merchant ship SS Massachusetts, *but was acquired by the Navy and placed in commission on 7 Jan 1918 as* USS Shawmut *to serve as a minelayer in World War I.*

She helped lay the North Sea minefield, then remained on station a month after the armistice in 1918, bucking icy squalls and heavy seas. A short time after her return to Hampton Roads, she was refitted as an aircraft tender and began operating with the fledgling naval air arm in the early '20s.

(Yes, we know. There was an earlier Shawmut *which was a gunboat of the Civil War era. There was also, briefly, a* Shawmut III *which was the ex-*USS Salem (*CM 11*)*before she was stricken from the Navy list. But we're talking about* Shawmut II. *You'll find a fairly complete discussion on the vicissitudes of such nomenclature in the January 1958 issue of* All Hands, *followed by a briefer discussion in the August 1958 issue.)*

On 1 Jan 1928, Shawmut II *briefly received national recognition when her name was changed from* Shawmut *to* Oglala. *The change was made as a gesture of appreciation in behalf of President Coolidge who was made an honorary chief of the Oglala tribe during a visit to the Badlands of South Dakota the year before.*

Bearing her new name, Oglala *assumed duties as flagship for Pacific Fleet Mine Division One. She aged quietly during the next 13 years, but nearly met her death during the Pearl Harbor attack.*

Within two minutes after GQ sounded on 7 Dec 1941, Oglala *had taken a torpedo blast that caved in her side, flooding the fireroom. As the firemen were escaping from the flood, a bomb landed between her and* USS Helena *(CA 75) further rupturing her hull and causing extensive waterline damage.*

As it was apparent that she could not stay afloat much longer, it was decided to move her.

Two tugs managed to work their way alongside and tow her clear of Helena *to dockside, where she was tied up. By 0930, she was listing 20 degrees and her gun crews could not stand steady enough to fire their weapons, so she was ordered abandoned. Thirty minutes later, survivors of her crew, who had meanwhile set up machine guns ashore, watched as* Oglala *rolled onto her port side in six fathoms of water.*

Because engineers and salvage crews were needed to restore the larger ships damaged during the attack, it wasn't until months later that men could be spared to right the minelayer.

She looked a fright. Her superstructure was crushed; rust and mud clogged her engines, and her decks were covered with barnacles.

But almost overnight yardmen removed the rust and barnacles; replaced the damaged engine parts and constructed a temporary plywood superstructure which was set in place before Oglala *charted a course for California on 23 Dec 1942.*

For 13 months she was labored over at the San Pedro Terminal Island Navy Yard near Long Beach. During this yard period her classification was changed from minelayer (CM 4) to repair ship (ARG 1) and all necessary repair shop modifications were made. On 28 Feb 1944, she was again placed in full commission.

After sea trials and a shakedown, Oglala *left for her new post in Milne Bay, New Guinea, where she furnished repairs to landing and patrol craft until 1 July that year. She then shifted her colors to Hollandia and later to San Pedro Bay, Leyte, Philippines, where she remained until the end of the war.*

Upon returning to the U. S. Oglala *was decommissioned and removed from the list of ships in March 1947.*—Ed.

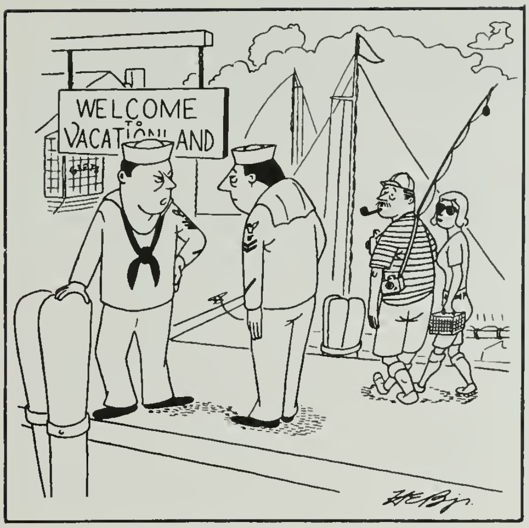
NAME CHANGE—*USS Oglala* (ARG 1) shown in 1920 when her name was *USS Shawmut*, an aviation tender. Ship was renamed *Oglala* in 1928.

Retainer Pay Again

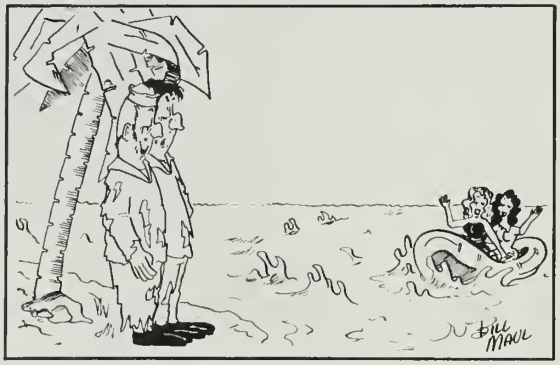
Sir: When one of our chiefs retires next year, he will have 21 years, nine months, and 12 days of active service, with no constructive time. Will he receive retainer pay based upon a 22-year percentage multiple and a 22-year base pay rate? If not, will he be required to extend his enlistment to complete a 22-year tour?—R. D. R., Lieutenant (jg) USN.

• *As far as the Navy pay people are concerned, the chief will have completed 22 years' active service when he goes beyond 21 years and six months. This is true whether computing basic pay or percentage multiple.*—Ed.

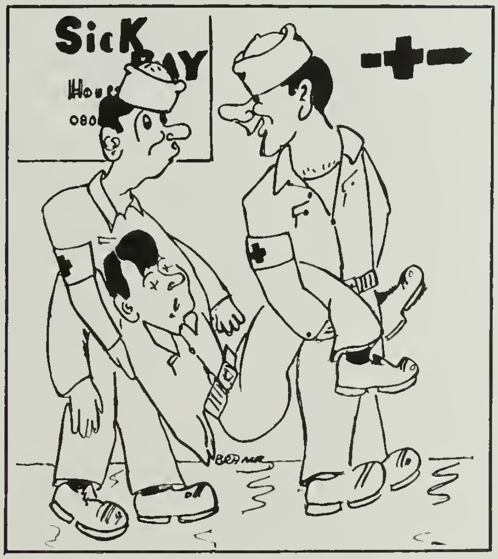
Seasoned Humor


WELCOME
TO
VACATIONLAND

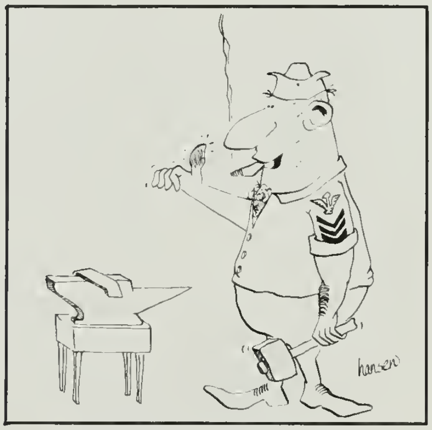
"Of all the miserable parts, this takes the cake."



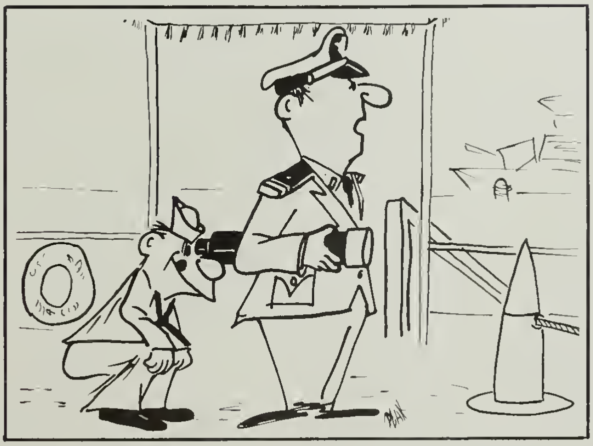
"Act casual."


SicK BAY
Hou
080
BEDNAR

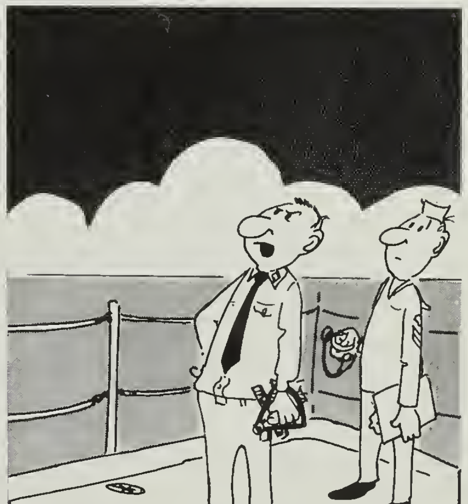
"Let's take him through the galley and scare the cooks."



"Goodness . . . I struck my finger."



"Notify the CDO that Miss Naval District and her court are arriving."



"So darn many satellites, you can't see the stars."

TAFFRAIL TALK

THE ENGINEERS aboard USS *Essex* (CVS 9) thought something was fishy when two condensers stopped functioning recently. When the condensers quit condensing, two engines lost vacuum, which caused more than a little concern.

An immediate investigation proved that the initial estimation of the situation was correct. An abundance of mackerel had been sucked into the condensers, clogging them.

Firemen netted 16 G.I. cans of fish from one condenser and six more cans from another. Further investigation found more fish in yet another condenser. One of the ship's engineers commented, "It must have been a good-sized school of fish for that many to enter."

"Guess these were the slow learners," remarked another.

Order was soon restored with everything functioning normally, but the *Essex* firerooms were left smelling saltier.

★ ★ ★

ONE CAN GAIN a certain amount of satisfaction from today's computerized, digitalized, memory-banked society. Modern man knows that every time he does something, whether it is a record-shattering trip around the moon, or something as mundane as frying an egg, somebody somewhere takes note of it.

No longer are everyday accomplishments lost to history as soon as they are completed. Instead, they become electronic impulses stored in a computer, or clicks recorded by a hand-held counter.

Princeton's tabulator noted that during the Western Pacific cruise (her 17th, since we're counting), the ship:

- Steamed 38,476 miles, spending 176 days out of 229 at sea.
- Consumed 9,000,000 gallons of fuel.
- Conducted 30 unreps, 17 of them with oilers.
- Generated over 13,000,000-kilowatt hours of electrical power.
- Distilled 18,000,000 gallons of fresh water.
- Recorded 6775 helicopter landings on her flight deck.
- Received 720 medevacs, including some 200 requiring major surgery.
- Handled slightly over 60,000 messages, over 40,000 of them incoming.
- Served more than 400,000 meals.
- Fried, scrambled, or boiled more than 530,000 eggs.
- Served 57,000 loaves of bread.
- Cooked 420,000 pounds of meat.
- Boiled, fried, or mashed 227,500 pounds of potatoes.
- Issued more than $2,000,000 worth of supplies.
- Paid more than $2,500,000 in payrolls.
- Dished up more than 90,000 portions of ice cream and 650,000 cups of soda.
- Washed 420,000 pounds of laundry.
- Recorded some 900 showings of movies in various locations aboard the carrier.
- Fed 58 miles of data processing cards into the computer.

See, somebody up there counts—and cares.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: NET WORK—Helicopter airlifts a cargo net of dry stores to a waiting Seventh Fleet ship as the destroyer USS Harry E. Hubbard (DD 748) prepares to come alongside USS Camden (AOE 2) for refueling.—W. Hopkins, PH2, USN.**

If we've got your number, you've got a future in recruiting.

GROUP

1
BM
QM
RD
SM
ST

2
FT
GM
MT
TM

3
DS
ET

4
IM

5
SH
CS

6
LI

7
BR
BT
DC
EM
EN
IC
ML
MM
MR
PM
SF
SP

8
BU
SW

9
AB
AC
AD
AE
AG
AK
PH
A
A
A
A
P
P
T
AF
AV

▨ Blue ratings have or less billets.

THE NAVY

ALL HANDS

APRIL 1969

UNIVERSITY OF FLORIDA LIBRARIES
JAN 15 1973

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

359.05
A416

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1969 Nav-Pers-O NUMBER 627

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Today's Navymen: Who They Are and Why They Join 2
Training Plus Courage Moves Mountains 7
Naval Sea Cadet Corps: Teenage Seamen Look to the Future 8
Navy Chapel By the Sea 13
The Midnight Ride of Lt Clyde Lassen 14
Teamwork Ashore and Afloat Keeps Tang Going 18
Is This Any Way to Keep Them Flying? You Bet It Is 20
They Sail on an Indoor Ocean at NSRDC 24
Norfolk Liberty Makes History Come Alive 26
Away All Boats 28

Departments

Servicescope: News of Other Agencies and Services 30
Today's Navy 32
Letters to the Editor 56
Humor 63

Bulletin Board

Six States Award Military Bonus 40
Going Overseas? Check Family Housing Available in U.S. 42
Job Prospects: College Placement Annual 43
All About Proficiency Pay 44
Career News for CPOs: Precedence and Seniority 48
Correspondence Courses: Education by Mail 50
New Board Studies Rating Structure 54
Combat Action Ribbon Authorized 55
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

- AT LEFT: MORNING MEETING—Sixth Fleet carrier USS Forrestal (CVA 59) is silhouetted by the early morning light on the Mediterranean as she was photographed from the deck of USS Little Rock (CLG 4).

- FRONT COVER: FLAG SALUTE—A 50 state flag team participates in graduation ceremonies for a recruit class at Orlando, Florida, Training Center. — Photo by Journalist 1st Class Tom Walton.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

Photo above: Boatswain's Mate 2nd Class Ralph Burroughs; Far right: LT Phil Thomas; Right: Boatswain's Mate 2nd Class Henry Ward.

today's Navyman

THE HUMAN FACE has been described by one poet as "an open book." Consider then, the interesting reading contained in the 750,000 open books of the men in the U. S. Navy who man some 3000 ships and shore installations throughout the world.

When trying to isolate the average face in the Fleet and look through the pages of his special bound volume you will find that each contains a different story. There are no averages that will give a profile of the modern Navyman, because each is an individual with special qualifications, motivations and aspirations. That each Navyman is an individual is the only reliable generalization which can be drawn from the mountain of statistics which can be found on our man in the Fleet.

What you may get by adding up statistics on each Navyman and then dividing by 750,000, is an idea of what you may find when meeting the Navyman face-to-face.

For instance, if you add all the ages of men in the Fleet and divide by 750,000, you come up with an average age of 25. Try this in your own division to see how you compare to the Fleet average. A little more mathematical labor will tell you that he will probably be unmarried, have a high school education and will have been in the Navy for less than two years.

IF YOU TURN through the pages in the Navyman's book, you will discover that he has a 25 per cent chance of being a native of either California, New York, Pennsylvania or Texas. There are about 185,000 Navymen now on active duty from these areas. Navy recruiting is based on population, so your chance of meeting an urban dweller from one

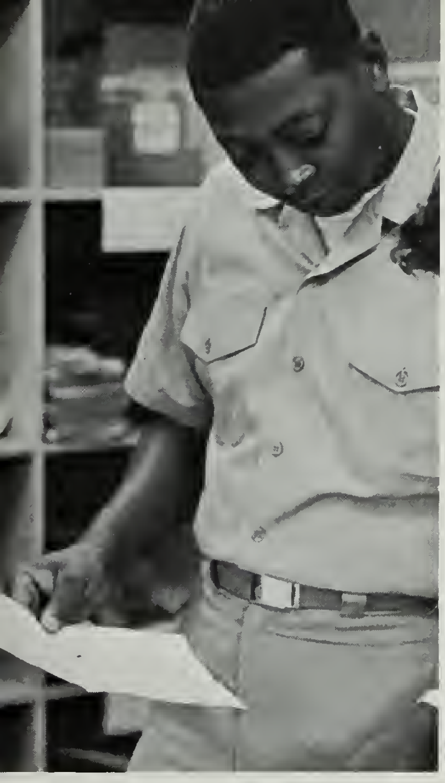


Photo far left: LTJG Leon Clark; Above left: Seaman Gerry Matney; Above: Airman Dennis Boren; Left: Ensign John Bennett.

Who and Why?

of these highly populated states is quite good. This is the reason why there are more men in the Navy from urban areas rather than rural ones.

Only one-third of enlisted Navymen are married, but your chances of meeting a bachelor in the Fleet decrease with each raise in pay grade. For instance, less than half of all 2nd class petty officers are unmarried. A complete breakdown of pay grades and corresponding percentage who are married is:

Pay grade	Married
E-1	4.1%
E-2	7.1%
E-3	16.4%
E-4	27.9%
E-5	55.0%
E-6	85.1%
E-7	91.7%
E-8	94.4%
E-9	94.9%

Men enlisting in the Navy must meet certain standards of physical conformity and physical achievement. The Navyman entering the Fleet today ranges from 60 to 78 inches in height with minimum weights of 100 to 153 pounds respectively. Desired weight, as set forth by the Navy, varies with age, height and body conformity.

To provide for continuing physical fitness, the Navyman is required to pass a minimum physical achievement test four times a year. Records are kept of each individual's performance in four categories which include tests of arm and shoulder strength, a test of body strength, a measurement of leg power, and a test of the individual's endurance.

Failure to attain minimum requirements in any category constitutes an unsatisfactory performance for the entire test. Navymen who fail this test are required to participate in a physical conditioning program provided for in Bureau of Naval Personnel Instruction 6100.2B.

The result of the physical tests, physical requirements and conditioning programs is a man in the Fleet who is healthy and able to perform his important job.

Various surveys conducted by the Naval Personnel Research Laboratory located in Washington, D.C., give an indication of opinions of a representative cross-section of Navymen. Partial results of two of these studies are explained below.

In 1967 a survey taken at recruiting stations by Harold Dupuy and Robert Deimel entitled "Navy Recruitment Survey" determined the personal reasons for a man enlisting in the Navy. The results give an in-

". . . he remains an individual"

dication of the Navyman's character and the forces which motivate him in his Navy career. The most important item listed by those surveyed was the opportunity which the Navy affords for technical training and education. This survey result is reinforced by the large number of men who seek training in Navy schools. The second reason given most often was a desire to travel and the opportunity to fulfill that desire as a Navyman. The third personal reason given was the desire to serve his country. Ranking fourth was the opportunity to fulfill his military obligation at a time of his own choosing through various programs offered by the Navy.

Younger Navymen responding to another survey, "Summarization of Procurement, Recruitment and Retention" taken by D. B. Churchman, indicated they decided to join the Navy during or after high school. But Navymen with several years of service indicated they made the decision earlier. The same circumstances held true in officer categories where those with few years of service decided on the Navy while in college or after graduation while senior officers decided earlier.

THE MAN YOU MEET in the Fleet enlisted for training, and he probably got more than he expected. Your chances of meeting an "A" school graduate are 60 percent. In 1968 some 131,000 Navymen attended A, B or C school for specialized training in their job classification. In 1969 this figure will jump to about 147,000, so your chances of meeting a graduate of this training program will rise.

Navymen also receive training in the Fleet. Training commands on the East Coast (TRALANT) and West Coast (TRAPAC) accomplish this continuing task. There were 234,490 students receiving Fleet training in 1968 in such fields as antisubmarine warfare, nuclear weapons and in missile weapons systems. This year the training commands will accommodate about 235,000 students.

A third type called functional training will include about 36,000 students in 1969, bringing the total number of Navymen receiving Navy training this year to some 420,000.

The results of a survey conducted by Susan Ware of the Personnel Research Laboratory, entitled "Navy Education Survey, 1967, Report of Findings," demonstrated a trend to-

Photo clockwise from above: (1) USS Valley Forge crewman Douglas Zuhse; (2) MR2 Charles Lewis; (3) RD3 Harold Giffey; (4) Seaman Lloyd Brumfield; (5) ATKRON 85 pilot aboard USS Kitty Hawk.

Photos clockwise from above: (1) EO3 Don Wade; (2) Catapult officer aboard USS Hancock; (3) CDR William Jett II; (4) Flight deck crewman aboard USS Coral Sea; (5) Seaman Patrick Burnight.

ward an increasingly higher level of education among officers and enlisted men from recruitment until discharge or retirement. This trend is continuing. More than one-third of all officers and enlisted men surveyed were found to have participated in one or more voluntary educational assistance programs.

TO FEED THE NAVYMAN's hunger for knowledge, the Navy has become educationally oriented with 58 A schools alone. Technical and specialized training at the A school level offers the young civilian more educational and vocational opportunity than is to be found in any other service. This educational opportunity may be one reason why the average Navyman has an Armed Forces Qualification Test score two full points above his counterparts in other branches of the service.

The average officer candidate has graduated in the upper third of his college class. Last spring the highest number of applications on record for Navy Officer Candidate School was reached. This application rate is continuing, and only seven out of every 100 applicants are selected for Navy OCS. The qualifying test for OCS has been increased from a 45 cutting score of five years ago to the present cutting score of 55. The average score of an OCS selectee is 59.

About 80 per cent of the 10,000 Navy recruits enlisted each month have an AFQT score of 49 or above, enabling them to fulfill educational requirements required at an A school. An AFQT score of 49 to 65 qualifies a recruit for such schooling. About 60 per cent of all recruits fall into an educational standard which qualifies them for a guaranteed school at recruiting level.

NOT ONLY are 87 per cent of the Navymen enlisted each month high school graduates, but many have some college background. Those with two years or equivalent of college can usually qualify for E-3 pay grade on enlistment.

The modern Navyman has increas-

". . . he enlisted for training"

ed performance capabilities because of his education and training. His individuality is exemplified by the fact that in order to categorize him in a job classification, the Navy uses 67 career fields, such as Electronic Technician, Electrician's Mate and Radarman. These career fields are fed by seven general apprenticeships and 12 occupational groups.

Versatility of the modern man in the Fleet can be illustrated by isolating the some 500 separate jobs which are required on a FRAM 1 destroyer. A certain skill is required for each job, and there are only about 260 men on that type ship. It's not hard to surmise that some Navymen have to wear two, three and sometimes more hats in the performance of duty. To provide such qualified manpower for ships in the Fleet, the Navy's sophisticated training and education program continues throughout a man's career to keep him abreast of modernization of equipment and techniques.

That is, in a nutshell, a look at the man behind the face in the Fleet. He is trained and capable of doing the technical jobs required in today's Navy. He is one of 750,000 faces in the Fleet, but he remains an individual.

—Larry R. Henry,
Journalist 2nd Class, USN.

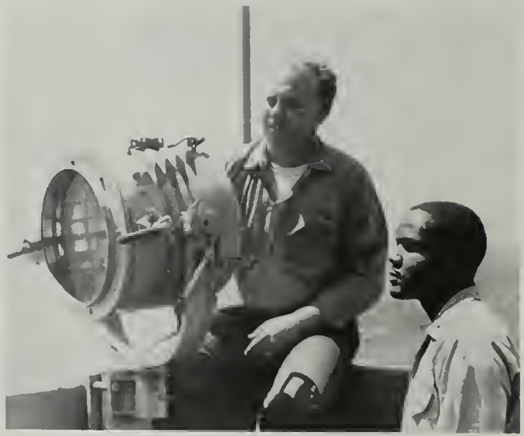


Photo far left: Attack Squadron 195 crewman and pilot; Left: CAPT George Cossell; Above: USS Lexington crewman and Prairie View A&M midshipman; Top photo: Crewman aboard USS Oklahoma City.

TRAINING PLUS COURAGE

Moves Mountains

THE HARBOR at Chu Lai, Vietnam, is in constant use by LSTs riding low in the water with their heavy cargo.

Of great danger to these ships are coral reefs, some of which have high peaks hidden just below the water's surface.

Explosive Ordnance Disposal Team 32 was called upon to level one of these dangerous peaks.

The three-man team set out from the Support Activity boat ramp, making a last-minute check of their equipment as they went.

When they arrived on the site, two of the EODmen made a test dive to survey the job they had ahead of them.

The reef peaked at such a height that it left only a one-foot clearance for passing LSTs.

The explosive charges were made ready. The divers wrapped a quick-burning fuse around 125 pounds of explosives and took the charge to the bottom. They planted the explosives, and covered them with sandbags.

With the charges set, the two men swam to the surface and climbed into the boat. They were ready to start the detonation fuse.

With a "pop" the fuse was started. The boat sped away to a safe distance of 300 yards. Forty seconds later, the explosion sent a 25-foot geyser into the air. The charges had done their work.

Going back for a last look, the divers found that they had planted the explosives perfectly. The potential hazard was nothing but flattened rubble at the bottom of the harbor.

—Ed Warner, Seaman, USN.

Photos clockwise from upper right: (1) Petty Officer Arnold Feller, a data processing technician, checks equipment; (2) Gunner's Mate Kenneth Cline makes a dive to the reef; (3) Charges are placed in a canvas bag for descent; (4) Resulting explosion destroys the reef, once a potential hazard to shipping. (5) Divers make several trips to the reef to determine size of charges needed. (6) Wrapping charges requires the skill of Petty Officer Cline and Warrant Officer R. G. Hammond.

Young Salts

Teenage

YOUNG MEN in their early teens who stand on the beach, wishing they could go to sea, can do something about it—perhaps right now.

If they aren't old enough to join the Navy, they may be eligible to join the Naval Sea Cadets.

There are four requirements. First, they must pass a Navy physical examination. Second, they must pass a Navy written exam. Third, they must be in the right age bracket. And, fourth, they must live within commuting distance of a naval activity supporting a NSCC Unit. There are currently more than 5000 Naval Sea Cadets scattered throughout more than half of the states of the Union.

The Sea Cadets are not youngsters—nor are they grown men. They come from the ranks of youth between the ages of 14 and 17 who volunteer for a naval training program chartered by Congress on 10 Sep 1962. The program is administered by dedicated civilian Naval Sea Cadet officers, who volunteer their time, talents and money.

Except for the size of the younger members, it is sometimes difficult to distinguish a Sea Cadet from a

Award Time

Seamen Look to the Future

regular sailor. When he joins the Corps, he wears a modified U. S. Navy uniform. He studies and drills in regular Naval Sea Cadet enlisted Reserve training programs similar to those followed by Navymen in the first four enlisted pay grades.

At first, the Cadet reads the same Navy texts studied by the recruit. But the Sea Cadet is not a Navy recruit. He is still a civilian. He can still do his own thing. The Sea Cadet is merely getting a head start by doing before he is 17 what many begin after their 18th birthday.

NOT ONLY does a Sea Cadet benefit himself; he has fun doing it. In addition to a taste of the seagoing life which has appealed to youth for centuries, outstanding Naval Sea Cadets (E-3s and petty officers, acting) may be selected each year to represent the U. S. Navy at the U. S. Navy/Allied Navies' Senior Exchange Training Program. Invitations for Sea Cadet exchanges have been extended by Australia, Bermuda, Canada, England, India and Sweden.

Even more likely, the outstanding Cadet may be among the U. S. Naval Sea Cadets given exchange training with the Canadian Navy aboard HMCS *Quadra* and the training base at Cornwallis. He may also be chosen to represent the United States Navy at an International Sea Cadet Muster.

A Sea Cadet learns many of the basics a young man interested in the sea and the Navy would want to know.

He is given a course in naval orientation and learns the fundamentals of naval history, customs and traditions. He is taught the elements of good seamanship such as the Rules of the Road which he can use if he sails in nothing larger than a speed boat. Naval Sea Cadets also learn naval etiquette.

A first-year Cadet is usually 14 or 15 years old, and he concentrates on the fundamentals of Navy life such as how and when to salute, military discipline and other aspects of the Uniform Code of Military Justice. As the Cadet climbs the advancement ladder, he takes the same tests in which Navymen compete. During his first year, the Cadet also goes to Great Lakes, San Diego or Orlando for two weeks of recruit training, similar to that given a Naval Reservist.

When the 15- to 16-year-old Sea Cadet is in his second year of training, he is ready to advance to E-3. This is the year when the Cadet is given two weeks training aboard a U. S. Navy or a U. S. Naval Reserve vessel or at a naval installation where he can complete his practical factors.

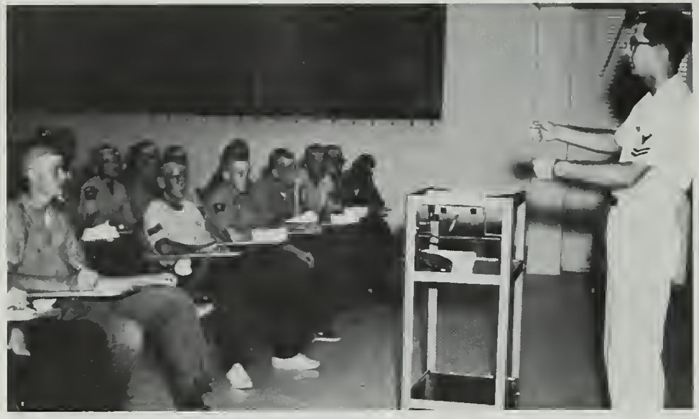
Normally, during his third year, the 16- to 17-year-old Cadet studies for advancement to E-4 (acting) and takes a training cruise aboard a Fleet type ship to complete his practical factors. A selected group of Cadets who have proven qualities and special interests in oceanography, medicine, nuclear power, etc., may be afforded an opportunity to attend a special two-week seminar in their field of interest.

The Cadet's fourth year is taken up with special classroom studies or correspondence courses. During this year, he takes a training cruise aboard a Fleet-type ship to complete the practical factors for his rate. He also takes correspondence courses and training to prepare him for enrollment in the Naval Academy and NROTC.

TRAINING aboard ships not only provides an opportunity for a Cadet to complete his practical fac-

On Parade

On The Spot Training



Classroom Instruction

Drill Time

tors, he also has ample opportunity to see what an honest-to-gosh Navy ship is like.

It might be well to point out here, that Cadets interested in naval aviation have the same breaks given to those interested in ships.

A typical Sea Cadet training stint aboard an aircraft carrier, for example, might include a tour of the ship to familiarize the Cadets with the carrier's armament, damage control facilities, boiler rooms, bridge, and to stand watches under instruction beside a real Navyman.

During the first three days, the Cadets probably would attend sessions on first aid, the sound-powered telephone nomenclature, firefighting, marlinspike seamanship and other basic shipboard subjects. After the lectures, they would work with the Deck Division.

IT IS SAFE to assume that a young man interested in becoming a Sea Cadet has a reasonably good chance of becoming a Navyman when he reaches military age. In fact, the disciplines the Cadet receives during his third and fourth years in the Corps are specifically aimed at motivating him toward becoming a naval officer, either by attending the U. S. Naval Academy or by joining the Naval Reserve Officers Training Corps Program.

Naval Sea Cadets who apply for admission to the U. S. Naval Academy compete on the same basis as all other applicants. They do, however, have the advantage of motiva-

Sea Cadets Are Jointly Sponsored

The Navy Sea Cadet Corps (NSCC) is jointly sponsored by the Navy Department and the Navy League of the United States and has a national board of civilian directors appointed by the League. The Corps should not be confused with the Sea Scouts or the Explorer Scouts.

The NSCC Board elects a chairman and a president who establish Naval Sea Cadet policy. The president directs policy implementation and the execution of the Cadet training programs within the framework authorized by the Chief of Naval Personnel.

A National Executive Director of the Naval Sea Cadet Corps is employed to assist the chairman and the president in the execution of their duties.

The Navy League of the United States sponsors, administers and financially supports the individual Naval Sea Cadet Corps divisions and squadrons.

The administration, operation and training of the Corps' divisions and squadrons are subject to prescribed Navy and NSCC regulations and are directed by the commanding officer and other officers of the Naval Sea Cadet Corps unit.

NSCC officers are nominated by the Chairman of the local Naval Sea Cadet Corps Committee and are approved by the chairman, the Executive Director and the Chief of Naval Personnel's NSCC Liaison Officer.

The civilian officers are nonpaid civilian volunteers who have met the standards for warrants as prescribed by the Naval Sea Cadet Corps and the Navy Department.

An Interest in the Sea

Although the U. S. Navy would like to see every qualified Naval Sea Cadet become a full-fledged Navyman, not every Cadet finds his way into the Sea Service.

Cadets who don't actually join the Navy sometimes become interested in marine sciences in which the Cadet Corps also fosters interest.

When the Naval Sea Cadet Corps gathers a few more years around it, who knows—it might find itself responsible for starting a marine biologist, oceanographer or other marine scientist along the path to momentous scientific contributions which will benefit the Navy and all mankind.

4th Birthday, Hampton Roads Council

tion when being considered for appointment, and a letter is sent to the appointing official attesting to the applicant's desire to become a naval officer.

During a Sea Cadet's training, he is introduced to the variety of skills represented in the Navy rating system and probably has some idea concerning the rate he wants to strike for if and when he actually enlists in the Regular Navy or the Naval Reserve.

A Sea Cadet is introduced to the variety of opportunities the Department of Defense team (and especially the Navy) offers in obtaining an education through USAFI, correspondence and other courses. He also learns of the opportunities the Navy offers to work on a college degree or, for that matter, a high school equivalency certificate.

Although the Sea Cadet Program has been in existence since 1962, it already has 150 units with more than 5000 members in more than half of the states of the Union. Its growth has been largely due to the fact that young Americans know a good thing when they see it and also because of the enthusiastic leadership of the civilians who volunteer their services as U. S. Naval Sea Cadet officers—plus the interest and support the Navy Department is giving to this program. Specifically, the Navy authorizes advanced enlistment benefits for those Cadets who qualify.

Cadet Teamwork

Varied Training for Sea Cadets

Naval Sea Cadet training follows the same schedule adhered to by the Cadets' Reservist counterparts. This usually means two hours a week or, for naval aviation cadets, one weekend a month.

Training may be conducted at any naval activity, civilian school or government building by qualified civilian Naval Sea Cadet officers, or by active duty, retired or Reserve naval personnel.

The curriculum prepares the Sea Cadet for the same advancement-in-rating examinations which are administered to Navymen. Training includes personal hygiene, moral guidance, American history, customs and traditions, and academic disciplines in airman, fireman and seaman ratings.

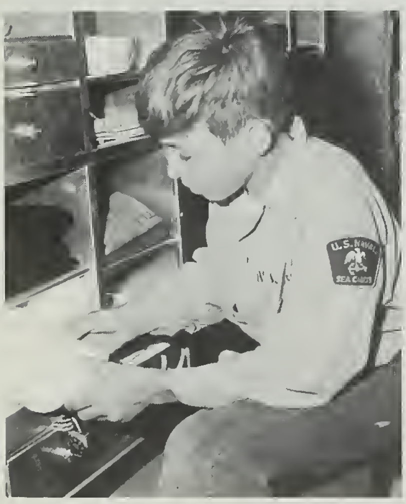
When instructors are available, classes are also given in U. S. technological background and growth as well as oceanography and electronics.

Cadets who pass their E-2 examinations may attend two weeks of summer training at Great Lakes, San Diego or Orlando. These are Naval Reserve Boot Camps which are work and fun for Cadets.

Cadets who pass their E-3 examinations may complete their practical factors for advancement aboard Reserve and Fleet ships or two weeks of intensive training at Naval Reserve Air Stations.

Seamanship aboard cruiser

Sea Cadets with Amphib Team


Locker routine

The Navy Sea Cadet Corps is a Navy-oriented training program for young men, jointly sponsored by the Navy Department and the Navy League of the United States. It affords the Sea Cadet the opportunity to train at naval installations, complete the advancement practical factor requirements aboard Navy and Naval Reserve ships and, when qualified, to enlist at the advanced (E-3) rate.

The objectives of the NSCC have been recognized as valuable to both the civilian and Navy communities. However, much more needs to be accomplished if the full potential of this fine program is to be realized.

I want to urge Navymen with interest in youth programs to lend their assistance to the NSCC. Volunteers are needed to strengthen the quality of leadership and training for these young men who have registered a strong interest in our Navy. Further information can be obtained by writing the NSCC Liaison Officer, BuPers (Pers-D22), Washington, D. C. 20370.

Charles K Duncan

Chief of Naval Personnel

Standing watch aboard ship

Learning the Navy way

Navy Chapel By The Sea

Members of nearby community board Navy ship in Long Beach to share in Sunday worship.

Once a week, the stacks and radar antennas of a Navy ship moored at Long Beach become a church spire. The drone helicopter landing platform serves as an outdoor chapel and the hangar bay shades a simple altar.

The picture wouldn't be unusual except that many of those attending are civilians from Long Beach and nearby communities who have come to join Navymen in divine worship.

The joint worship was inaugurated by Commander Cruiser-Destroyer Group Long Beach and the project is called "Chapel by the Sea."

The program has two purposes—to encourage civilian parishes to attend a shipboard church service, and to encourage servicemen to attend services in civilian parishes.

Parishioners from Wilmington, Calif., were the first to attend the project's church services aboard USS *Fechteler* (DD 870) on a Sunday in May last year.

Services have continued every Sunday since then on various vessels, ranging in size from USS *New Jersey* to the smallest escort ships.

Worship services in the Chapel by the Sea are conducted by a Navy chaplain in a regular shipboard manner. All the participating chaplains are assigned to ships and staffs of the cruiser-destroyer group.

The civilian guests find there is a difference between liturgical forms aboard ship and their home churches. For example, an organ is not included in the equipage of a Navy destroyer, so hymnal music is frequently taped. When ships have an organ, it is a portable type usually not to be compared with more stable shore-based instruments.

After the service, the Chapel by the Sea again becomes part of a combat ship and members of the ship's company escort their guests on an informal tour of the ship. Coffee and doughnuts are served.

For many of the civilians who attend the shipboard services, it is a first-time aboard a Navy vessel. For members of the crew who aren't ashore attending services in a civilian parish, the Chapel by the Sea provides a pleasant variation to the regular Sunday worship.

—William C. Shattuck, ENS, USNR.

Sunday services, with local guests, are held aboard USS Hollister (DD 788).

The MIDNIGHT of LT Clyde

As the UH-2 *Seasprite* helicopter hovered over the water, its crew listened intently on their earphones for a message from the coastline.

Somewhere beyond the pitch-dark horizon were two naval aviators whose plane had been shot down deep in North Vietnamese territory.

Their exact position was not known. No one knew even if they were still alive. They had not yet made contact with any other rescue aircraft in the area. There was nothing the helicopter crew could do but wait and listen as they had done since leaving their ship shortly after midnight some time earlier.

RIDE
Lassen

Flying the single-engine UH-2 was 27-year-old Lieutenant (then LTJG) Clyde E. Lassen, officer in charge of the helo detachment aboard the guided missile frigate USS *Preble* (DLG 15). To his right sat Lieutenant (jg) Clarence L. Cook, his copilot, and behind them, his two crewmen, Aviation Electrician's Mate 2nd Class Bruce B. Dallas, and Aviation Machinist's Mate 3rd Class Donald N. West.

They waited. Seconds became minutes.

Finally, voice communication was established. The downed aviators reported they were sitting on the side of a steep, heavily wooded hill surrounded by tall trees, thick undergrowth, and an undetermined number of enemy troops. Conditions clearly called for a helicopter. And fast.

By the time the message was completed, LTJG Cook had located the hillside position on his plotting map. He then gave LT Lassen the course to follow and, while the pilot pressed the UH-2 over the coast into the enemy land, kept him informed on the layout of the countryside below.

The overcast sky made the terrain shadowless. Ground objects were almost indistinguishable when the copter arrived in the search area.

At first there were no signs of the survivors. But, after circling in darkness a few times, the SAR crew sighted the flash of flare pistols and the beam from a rescue strobe light.

Lieutenant Lassen swung the helo toward the illumination and moved in to survey a probable landing site. A likely spot, he judged, was a rice paddy at the bottom of the hill, about 200 feet from the downed airmen. He could hover over the clearing long enough for them to make it to the helo, despite the enemy.

That was his plan. And it might have worked—and the whole ordeal would probably have been over in a matter of seconds. But what looked like a quick and simple rescue turned out instead to be a real cliff-hanger, one worthy of an entry in the Medal of Honor ledger.

After directing the airmen to make their way down the hill to the rice paddy, the lieutenant commenced a partial hover just high enough to keep his helo from sinking in the mud. This drew the enemy's attention and they started pouring in small-arms and automatic weapons fire. Petty Officers Dallas and West sighted on the muzzle blasts and

Few men set out to win a Medal of Honor. It's doubtful this was Lieutenant Lassen's intent when, seven years ago, he bid his parents farewell and left his Grove City, Fla., home to enlist in the Navy as an airman recruit.

If not heroically inspired, he was energetic.

After attending aviation machinist's mate school in Memphis, and taking various courses at junior colleges in San Diego and Pensacola, he expended both energy and interest in aviation by applying for a commission through the Naval Aviation Cadet program.

Subsequently, he was designated Naval Aviator No. T-9470 on 12 Oct 1965, and assigned to helicopter duty at NAS Atsugi, Japan, where, today, he makes his home with his wife, Linda.

returned the fire with the airship's two door-mounted M-60 machine guns.

Meanwhile, the downed aviators reported over their rescue transmitters that they were unable to make it through the undergrowth. LT Lassen decided to pull up out of gun range to evaluate the situation a little further and study another approach.

LIKE MOST HELO PILOTS in the combat zone, he was relying on limited experience. He'd been flying only a little more than two years. Nonetheless, he was no newcomer to naval aviation. Before he earned his wings through the Naval Aviation Cadet program, he served with the Fleet for almost three years, attaining the rate of aviation electronics technician 3rd class.

He had met each challenge with success. Now he was about to make another decision from which there could be no return.

The lieutenant called for a rescue aircraft nearby to move into the area and illuminate the survivors' location with flares. Then he worked the UH-2 farther up the hill toward the airmen and located a probable landing spot between two large trees. There, Dallas and West lowered a rescue hoist which the airmen could reach.

Just as rescue appeared a sure thing, the last of the overhead flares went out. Depth perception was lost momentarily and the helo veered slightly to the right.

One of the crewmen yelled that they were going to hit one of the trees.

A sharp jolt went through the helo and it pitched nose down into a tight turn to the right.

INSTINCTIVELY, LT Lassen righted the aircraft and climbed clear of the foliage. No one was hurt, but the UH-2 had suffered serious damage. It was vibrating almost uncontrollably.

Things couldn't be much worse. His fuel was dangerously low. His aircraft was badly damaged. And, he was drawing fire from every enemy gun within range. On top of this, he and the other rescue aircraft had run out of overhead flares. They were strictly in the dark. A further rescue attempt seemed hopeless.

But as far as LT Lassen was concerned, he hadn't completed his mission, and he was determined to do so, successfully.

Again he sized up the situation, called for more flares and, for the second time, told the downed aviators to descend the hill and meet him at the rice paddy.

As skipper, he was confident Dallas and West could suppress the enemy gunners with their M-60s until the flares arrived. But he had no desire to go another round in the dark with those skyscraping trees. He had had enough of them.

FOLLOWING THE PILOT'S instructions, the two men on the ground attempted once more to work their way through the underbrush toward their rescuers' appointed position.

The delay, thus far, had allowed more enemy to arrive on the hill. The helo, in order to cover the aviators' descent, had to stay close by.

This need for close-quarter maneuvering made it nearly impossible for support from the other air rescue units to be effective against the communist force. As things stood, the airmen's safety rested primarily on the accuracy of LT Lassen's gunners and his ability to fly his crippled aircraft, both talents which had proven unequaled.

Before long, the additional flares arrived and the sky was again lighted, aiding the lieutenant's second approach to the paddy.

The enemy kept the airmen pinned down—at a spot where LT Lassen could not reach.

This complicated matters even more, because time suddenly became a crucial concern.

Only 30 minutes of fuel remained in the helo's tanks, and both he and LTJG Cook were aware of the number of miles of enemy territory that lay between them and friendly hands. There might be enough time for one more attempt. No more.

THE LIEUTENANT called for another flare drop and commenced his final rescue attempt. For a moment the sky was lighted like high noon. But, just when the helo reached an altitude of about 50 feet over the rice paddy, the flare went out. There was nothing but darkness. Luck, never of the best in this episode, had seemed to run out.

With no time to wait for another flare drop, the young pilot went for broke and turned on his landing lights so he could see to set down. This withdrew the enemy's concentration on the two airmen, who unhesitatingly cleared the brush and dashed toward the lights.

In a hail of lead, the copter crew pulled the twosome on board as the pilot lifted his vibrating, bullet-riddled chopper upward into the darkness, out of harm's way.

A thimble of fuel was in the helo's tanks as the SAR crew headed toward the sea.

En route, LT Lassen's evasive ability was again put to the test when he had to outmaneuver a last effort by the enemy to knock him out of the sky with antiaircraft fire.

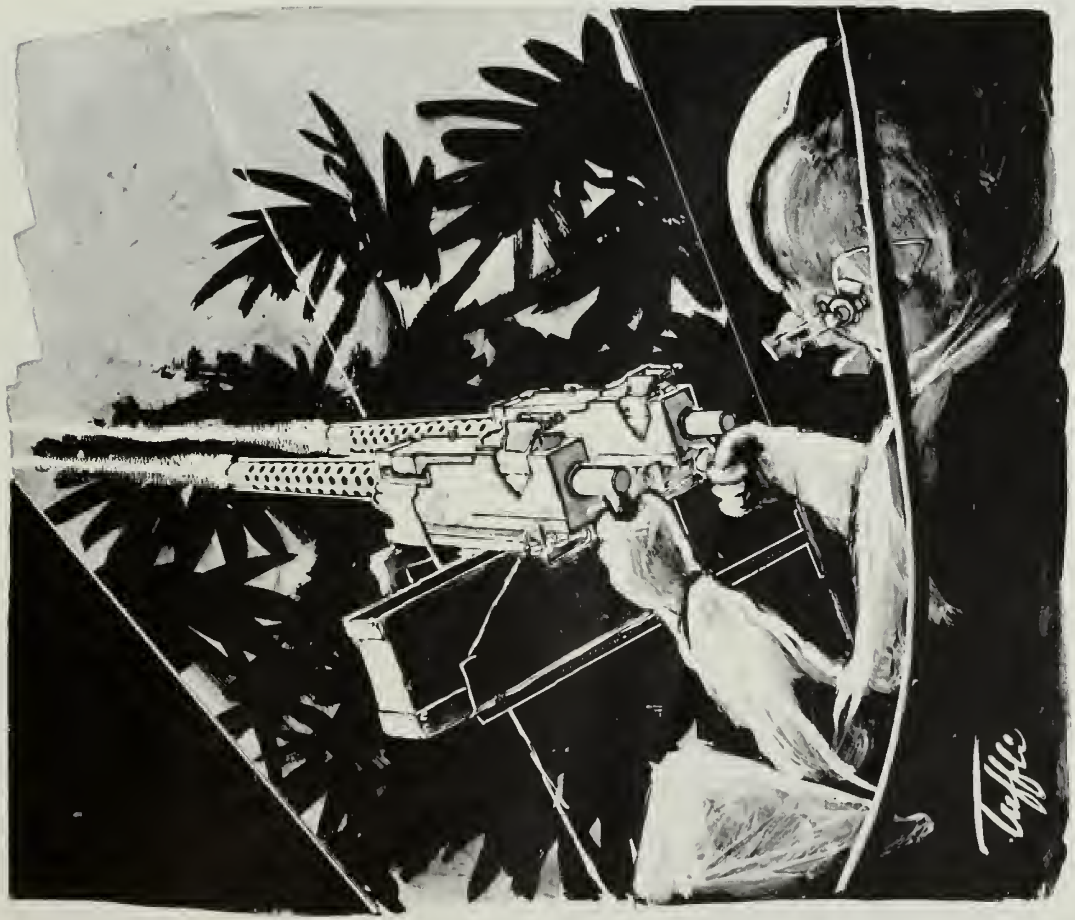
By the time he reached the water and set down on the helo pad of the guided missile frigate USS *Jouett* (DLG 29), there was scarcely more than five minutes' flight time remaining in the helicopter's fuel lines.

The account of the rescue was logged as a successful, routine SAR mission. But at NAS Atsugi, home base for Helicopter Combat Squadron Seven, the rescue flight of 19 Jun 1968 will be acclaimed as one of the most daring feats of flying to come out of the Vietnam conflict.

LT Clyde E. Lassen became the first naval aviator and fifth Navyman to be awarded the Medal of Honor for bravery in Vietnam.

His copilot, LTJG Cook, was awarded the Navy Cross for his gallant part played in the rescue. The two crewmen, Petty Officers West and Dallas, were awarded Silver Stars.

—Marc Whetstone, Chief Journalist, USN.



Teamwork—

Keeps

USS TANG (SS 563) is again in the swim after acquiring a new 15-foot midsection—no easy job under any circumstances. Nevertheless, *Tang's* overhaul was accomplished with reasonable grace.

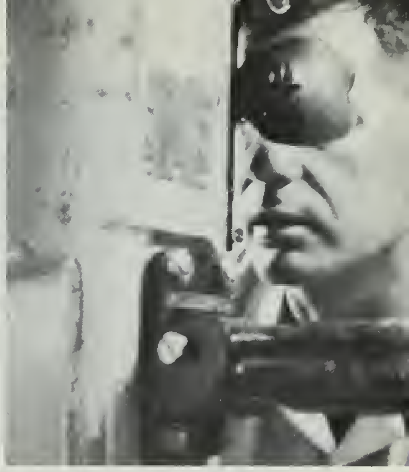
The largest task was prefabricating a new pressure hull section to match exactly the ship's original strength, but there was work to be done elsewhere, too. Inside the submarine, miles of electrical wiring were replaced as were electronic consoles, engines, and numerous other pieces of outdated gear and equipment.

Everything that wasn't replaced was thoroughly checked including

UNDERWAY—Above: Topside lookouts during sea trials. Right: Chief Hospitalman E. Ennis inventories supplies. Below right: USS Tang (SS 563) is underway after receiving new midsection at Pearl Harbor shipyard.

Ashore & Afloat

Tang Going



valves and thousands of switches and indicator lights.

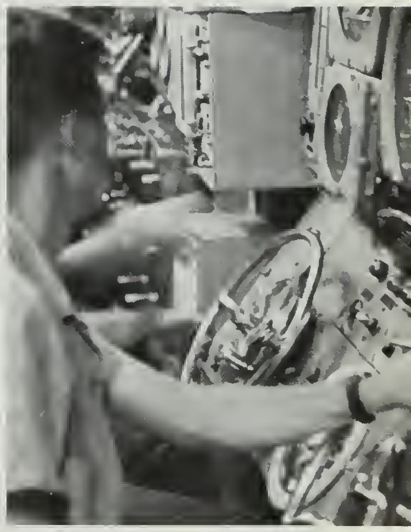
Nor were the crew's living spaces neglected. The enlisted mess and officers' wardroom were modernized, a passageway was paneled and floors were retiled.

The crew which will benefit from the face-lifting includes one plank-owner who has spent 21 years in submarines, 12 of which have been with *Tang*. Most of the crewmembers, however, were making their first cruise in a sub. In fact, less than one-third of the men aboard were qualified in subs while *Tang* was in drydock.

Compensation for inexperience was quickly made by a *fast cruise* during which the sub remained pierside with secured entry and exit. The crewmembers conducted drills and maneuvers within the submarine learning *Tang's* systems and becoming familiar with new nomenclature in the electronics, engineering, communication and navigational systems.

When everyone knew his job, *Tang* put to sea, her klaxon sounded and her nose sliced the surface near the Hawaiian Islands. While other climes were enjoying a frosty nip in the air, the Pacific, near Hawaii at least, had a *Tang* in the water.

—C. R. Elliott,
Chief Journalist, USN.



EASY DOES IT—Practice torpedo lowered into forward torpedo room prior to sea trial in photo below. Above: Diving station controls submersion and surfacing. Top photo: Commander John Beaver sights through periscope.

NAVY
NJ
152911
812
12

Is This Any Way to Keep Them Flying?

YOU BET IT

It takes well-trained men to maintain the U. S. Navy's complex aircraft which are geared to operate from bases either ashore or afloat. Take, as an example, the A-6A Intruder, *that blunt-nosed, electronics gear-packed airborne platform which puts into play such equipment as search and track radar, a digital computer, inertial and doppler navigation systems, an automatic flight control system, and integrated cockpit displays.*

It takes a large measure of dedication, too, to keep them flying. In the end, it is dedication to performing tasks which will result in the A-6A flight crews having an aircraft which will be capable of performing its mission. In the beginning, it is dedication to a long and strenuous training program including classroom and on-the-job training.

AT WHIDBEY ISLAND Naval Air Station, Wash., the men who maintain the *Intruder* for the Pacific Fleet A-6A squadrons receive their training in Attack Squadron 128 (VA 128) and in Naval Maintenance Training Detachment 1001.

There are six major aviation maintenance ratings in the current training program at VA 128 — Aviation Structural Mechanic (AM), Aviation Ordnanceman (AO), Aviation Electrician's Mate (AE), Aviation Electronics Technician (AT), Aviation Fire Control Technician (AQ), and Aviation Machinist's Mate Jet Engine Mechanic (ADJ). The tools and knowledge of all are necessary to keep the *Intruder* ready to go.

Navymen who receive the A-6A maintenance training at Whidbey either stay in VA 128—which also instructs pilots and bombardier-navigators to fly and fight the A-6A—or go to one of the four Whidbey-based fleet operational squadrons, VA 52, VA 145, VA 165, or VA 196.

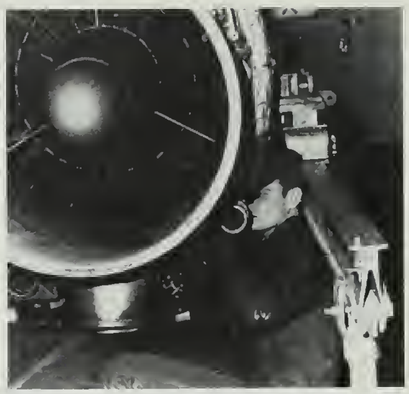
When an A-6A maintenance-designated trainee arrives at VA 128, he has from 12 to 22 weeks of intensive training ahead of him, depending upon his specialty or rating. And he is probably intensely trained already.

IS!

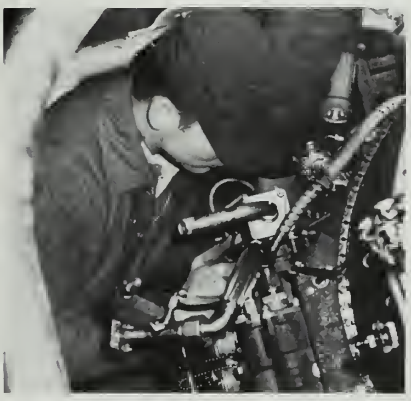
If, for instance, he is an AQ, he has already had as much as 41 weeks of Navy schooling before he arrives—and he has as much as 22 weeks of training to go.

HOWEVER, the actual length of training will be determined on an individual basis as indicated by the trainee's past experience and training, his rate, and the require-

SKIN GRAFT — Structural mechanic (structures) trainee learns to replace a section of A-6A "skin."



ENGINE DOCTOR — An aviation machinist's mate (jet) mechanic repairs an A-6A engine.



THE EXPERTS — Aircrewmen's lives depend on skill of maintenancemen.

READY — Training of maintenancemen results in an aircraft ready to perform.

ments of the squadron to which he will ultimately be assigned.

Regardless of rating, all students receive an indoctrination course in which they spend several days on the A-6A flight line and in which they go into the maintenance shop areas of their future specialties. In addition, they receive firefighting and damage control training along with instruction on safety precautions for the general line and carrier flight decks. An important part of the indoctrination course is a general introduction to the A-6A in which they are told about the mission, systems, compartmentation and safety aspects of the aircraft.

Following the indoctrination program, all the maintenance trainees—from "tin-bending" aviation structural mechanics to "computer expert" aviation fire control technicians—get down to the business of really learning the A-6A at Detachment 1001's new multimillion-dollar training building.

Instruction is not limited to the classroom. On-the-job training at VA 128 is an important part of the instruction. Normally, training at Det 10001 is accompanied by one hour of on-the-job training for each hour in the classroom, except that where the classroom training exceeds eight weeks, OJT will be limited to eight weeks.

The success of on A-6A mission depends upon the skill of the mointenoncemen.

Classroom and OJT for the students include the following:

- Aviation Machinist's Mate Jet Engine Mechanic—The A-6A's J-52 jet engine, and related power plant systems such as the starter systems and fuel systems.
- Aviation Structural Mechanic—For some, the aircraft structures and hydraulics, such as the flight control surface systems and hydraulic systems; for others the environmental systems of the A-6A which include the cockpit air-conditioning, pressurization, ejection seats and oxygen system.
- Aviation Electrician's Mate—The generation of electrical power and its distribution, the inertial navigation systems of the A-6A and the automatic flight control system.
- Aviation Electronics Technician—The ultrahigh frequency two-way communications system, radar navigation equipment, and other "black boxes" which help protect the A-6A.
- Aviation Fire Control Technician—The complicated, sophisticated weapons control and guidance system of the A-6A, its computers and related track radar.
- Aviation Ordnanceman—Bomb and rocket handling and the maintenance of the A-6A's armament release system.

In the classroom, the student is under the instruction of a highly qualified teacher—in the hangar, he is under the careful eyes of men who have been maintaining the A-6A for quite some time.

CLASSROOM REPAIR — Navymen train for squadron jobs.

PULLING ENGINE — Trainees work slowly in lowering an A-6A engine for maintenance work.

MUSCLE and intelligence are necessary ingredients for work on the aircraft.

An industry-trained computer technician doesn't have a thing on the AQ. An AQ's training usually includes, if he is new to the Navy, 12 weeks of recruit training, two weeks of aviation prep school, 16 weeks of avionics fundamentals at an A school, 11 weeks of Aviation Fire Control Technician A school, and from 18 to 22 weeks of AQ training in the A-6A. An AT receives similar training.

Why? Simply because both the AQs and ATs work with a not-so-simple arrangement called DIANE—Digital Integrated Attack and Navigation System.

DIANE is designed to free the A-6A crew from the consideration of details which can be performed automatically. Acting upon information provided in this integrated computer-radar system, the crew can preselect on DIANE an automatic course of action for their A-6A which will take them to the target, discharge their weapons on it, and permit them to leave the area along a predetermined route—all in the dark of night over rugged terrain without the crew ever looking outside the aircraft. AQs and ATs maintain the complicated system. That's why.

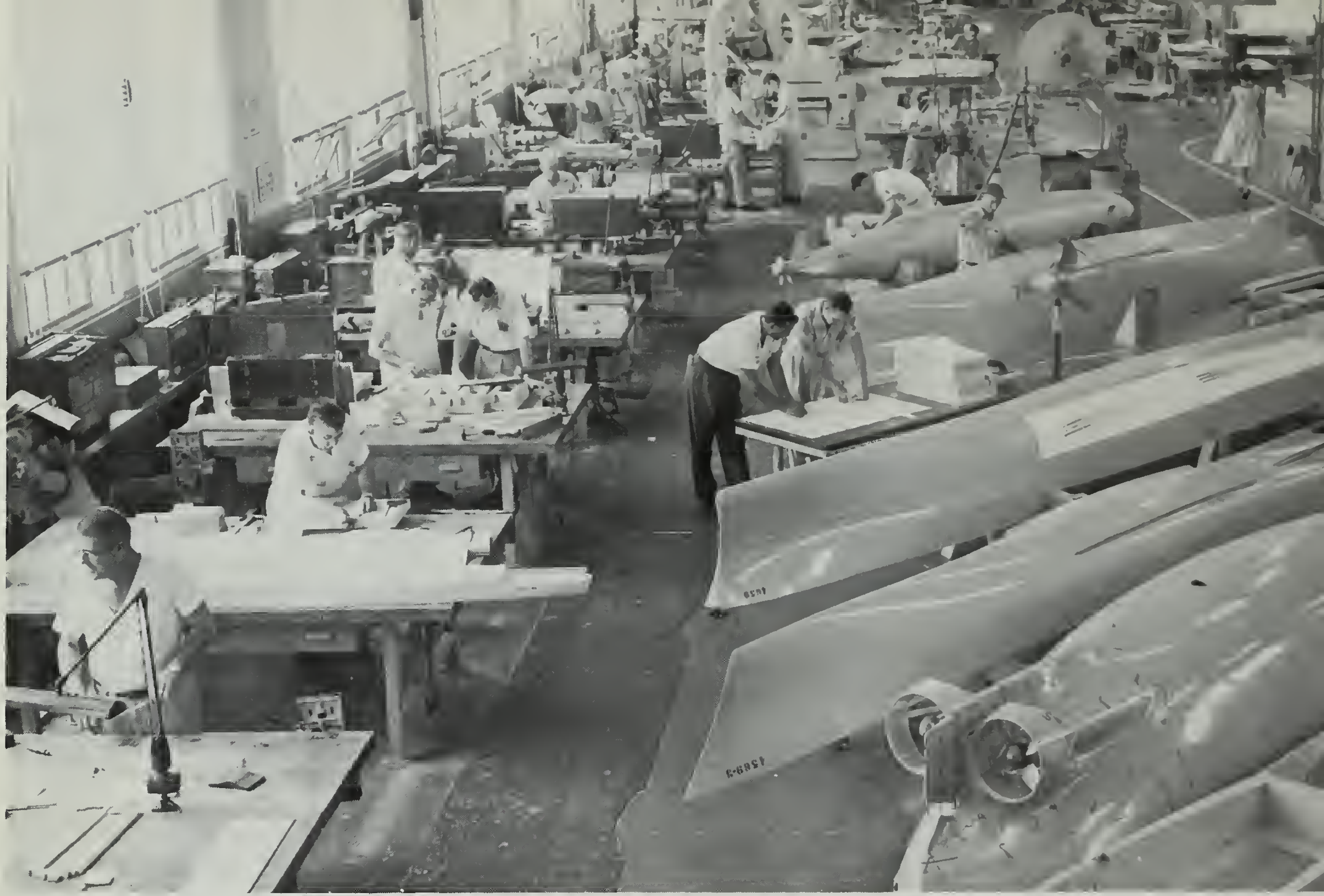
But the other A-6A maintenance personnel are just as important to the aircraft as are the AQs and ATs—and the extent of their training shows it. Training in the classroom and on-the-job for AMs is 14 to 16 weeks; AOs, 14 to 16 weeks; AEs, 16 to 18 weeks; ADJs, 14 to 16 weeks. The success of an A-6A mission depends just as much on the electrical systems, jet engines, ordnance loading and release mechanisms, and structural aspects of the aircraft being right as it does on the electronics systems.

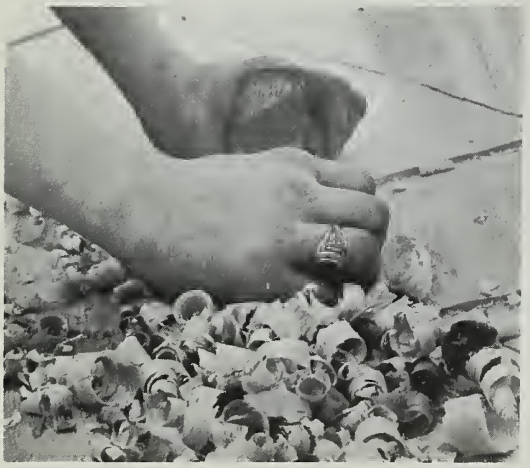
Lieutenant Robert A. Gammons, the VA 128 technical training officer and an LDO with 17 years in aviation maintenance pointed out, "These young men we train here make the A-6A mission possible.

"They arrive here bright and ready to go. Since we were commissioned in September 1967, some 5100 have left here a little brighter, we think, ready to make or break their squadrons.

"A look at the Whidbey A-6A squadrons' achievements to date shows us that they're making them."

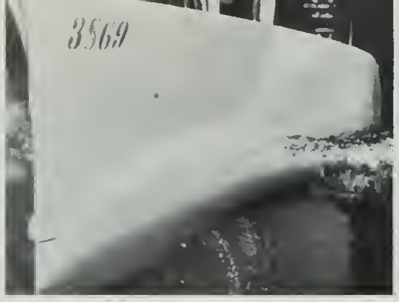
—Story by Lieutenant (jg) Joseph W. Burgess, USN.
—Photographer's Mate 3rd Class Tom L. Jones, USN.





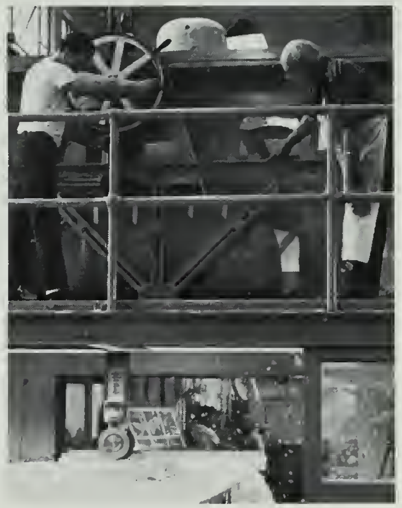
THEY SAIL ON AN INDOOR OCEAN

Top Photo: The NSRDC woodworking shop contains unique tools enabling research model makers to sculpture test boats. The engineering staff will use these model prototypes of full-size ships for a multitude of tests to determine seakeeping qualities, power requirements, resistance to water and their stability characteristics. Above left: Hand planing smooths the hull of a test model. Below right: Research model maker Carroll Carter sketches in cutting stations to give model correct profile, and then sketches in reference lines on a model.



Destroyer model undergoing tests.

Model shape is sketched.



Profile of a model is cut.

On the banks of the Potomac River near Washington, D.C., is located an indoor ocean.

It happens to be the largest existing laboratory in the U. S. for testing ship designs with scale models.

With the mission of studying the shape of ships of tomorrow's Navy, the facilities now located at the Naval Ship Research and Development Center (formerly the David Taylor Model Basin) at Carderock, Md., are the finest of their type in the world. However, the technique itself has changed little in recent years.

The test boats are made of sugar pine planks which are glued horizontally in the general shape of the proposed aircraft carrier, cruiser, destroyer or tanker hull-line models. Submarine models are made of mahogany to give them more durability for the tests.

Conventional boats are relatively thin-skinned in contrast to the rugged experimental boats fashioned by the 35 NSRDC modelers, because the latter must be accurate in every detail as well as warp-free.

When the crude ship's hull comes out of the glue press, it is run through a profiling machine which whittles it down to the point where hand tools such as axes and planes may be used.

When shaped according to specifications, the test boat is painted and passed on to the fitting room where it is instrumented with test equipment.

These boats, accurate to within 1/32 of an inch, are subjected to a wide variety of tests in the waters of the SRDC test basins.

Wave-making machines subject them to furiously pounding wave action. Tests are conducted as to speed, maneuverability, critical angle before capsizing, amount of pitch, roll and yaw in heavy seas, and it is all fed into computers where test results are recorded.

Models may cost as much as $50,000 or as little as $1000. Test boats are tried out in the basin before the big ships are constructed. Working out the problems of a giant ship on a model before construction is considered to be the best and cheapest way, and results in savings of millions of dollars. It is an inexpensive way to avoid the risk of building a ship that won't perform as required.

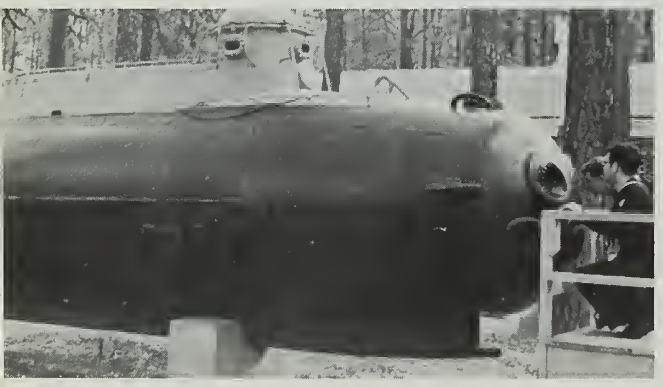
Even as the ships, which are the first of their type, are being built, tests continue on the prototype model to make sure that the basic advantages in structural strength, propellers and ship design are incorporated.

—Hoyle A. Taylor
Chief Journalist, USNR (Ret)

Museum visitors relax by old guns.

PH2 F. Toedtman inspects transatlantic steamship.

Norfolk Liberty Makes History



Two-man Japanese sub of WWII draws attention.

RECENTLY two crewmembers of USS *Amphion* (AR 13) took a voyage back in time and learned a lot about the "good old Navy days."

They were Photographer's Mate 2nd Class F. Toedtman and Seaman Pat Cook. The medium they used was a visit to the Mariners Museum while they were in port at Norfolk, Va.

The Mariners Museum, salted with an international flavor, has been visited by millions since its founding in 1930 by Arthur M. Huntington. Located at Newport News, Va., it contains a history of man's conquest of the sea—past and present.

Eight galleries open to the public contain small arms and weapons and other naval artifacts, as well as models

SN Pat Cook inspects figurehead.

Eagle is from steam frigate Lancaster.

USS Amphian sailors admire wood carvings fram ships past.

Come Alive

of submarines, ancient men-of-war, and the *Monitor* and *Merrimack*. The story of whaling is told.

The age of sail comes to life in paintings and models of square-riggers, schooners and sloops. Steamships are well represented in the model department as well as in one of the largest pictorial collections in the country.

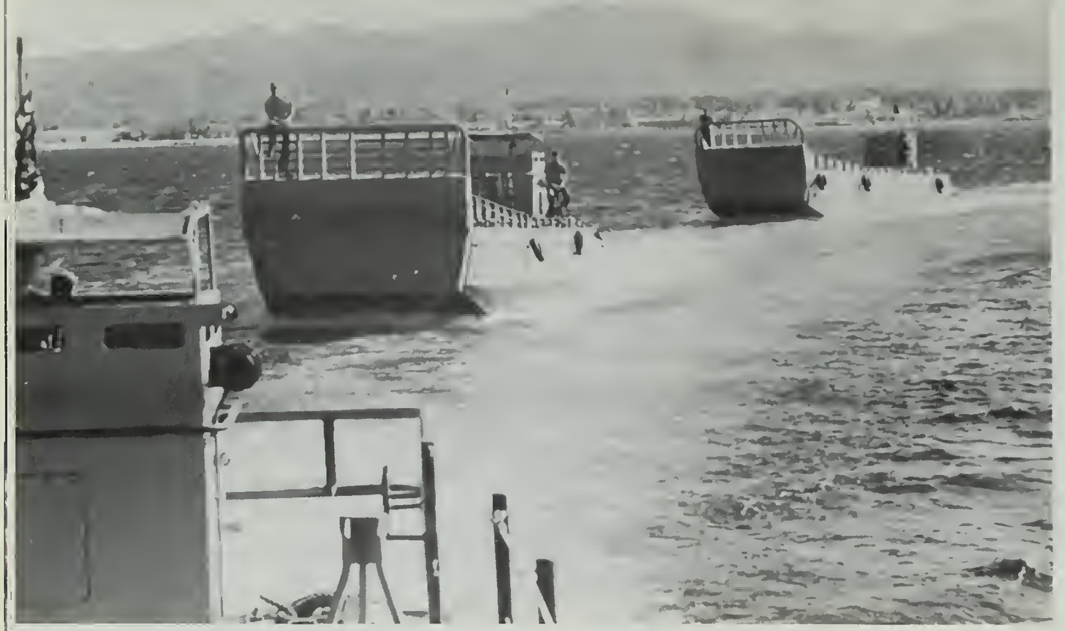
There is a collection of small boats from around the world in an outdoor exhibit.

A library of over 46,000 books and pamphlets, 3000 ships' papers, 6000 maps and charts and 150,000 photographs makes the museum a center for research in maritime history.

—Photo Story by John Francavillo
Photographer's Mate, 2nd Class, USN

Wheel fram 19th century steamship has a six-faat span. Below: Beautiful design an ship's figurehead is an eye-catcher in main gallery.

Madels an display include Venetian and Raman ships.



Assault craft assemble in a circle and then head for the beach during practice run in Subic Bay harbor.

Away All Boats

As war movies show it, the amphibious landing is a colorful and exciting operation. Assault craft speed to the beach, ramps fall and Marines charge ashore, anxious to fight the enemy.

This stereotype sometimes is surprisingly accurate—as far as it goes.

Members of Assault Craft Unit One (ACU 1), who have key roles in the amphibious landings in South Vietnam, discuss the operations as seen from the Navy side of the beach.

Lieutenant (jg) P. A. Christenson, ACU 1 engineer officer, said that, for the record, "We transport troops, vehicles and equipment from ship to shore and shore to ship in support of amphibious operations.

"This may not sound very colorful, but it does have its share of hazards."

Quartermaster 1st Class Tom L. Pruitt, Petty Officer in charge of a landing craft, gives some examples:

"When we pull in to unload, we never know if the VC are going to be there. The landings are similar to those seen in the movies—except not every one is opposed."

Pruitt has found that the LCUs routinely find danger during runs up the rivers. "The VC have quite a few tricks. One of their favorites is to dig a hole into the side of a bank, and then climb in and cover themselves.

"When we come by—up goes the cover and they fire away."

Pruitt continued:

"While underway at night, we must be on the lookout for frogmen. We usually drop percussion grenades every hundred yards or so to discourage enemy swimmers with ideas about attaching explosives to our hull."

Pruitt added that sandbars give the landing craft trouble. "If we get hung up on one, it could take anywhere from five minutes to five hours to get off. In such a situation, we're like sitting ducks."

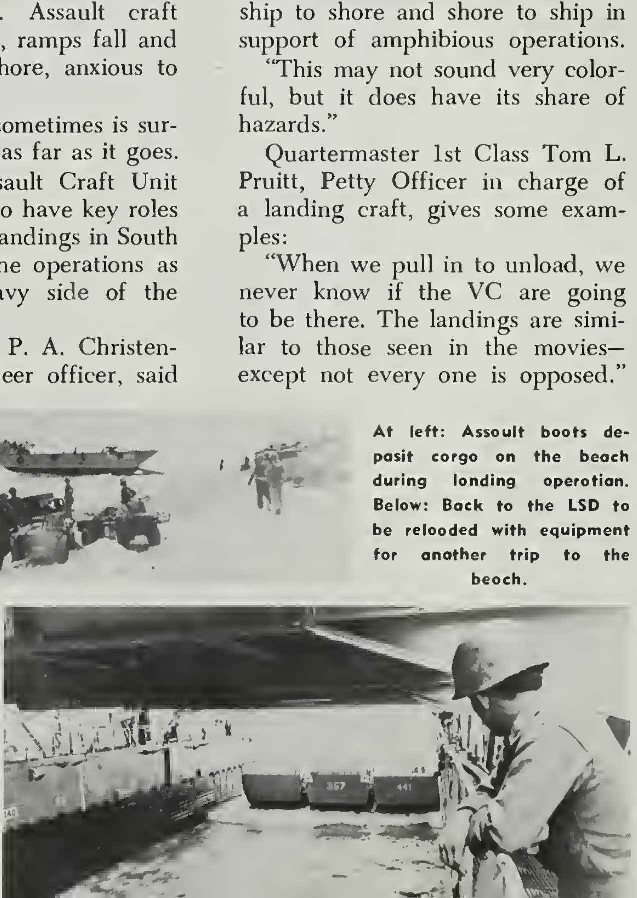
Assault Craft Unit One, headquartered at Subic Bay in the Philippines, currently has three detachments assigned to South Vietnam. Detachment *Alpha* is operating from the amphibious transport dock USS *Duluth* (LPD 6) and the dock landing ship USS *Fort Marion* (LSD 22).

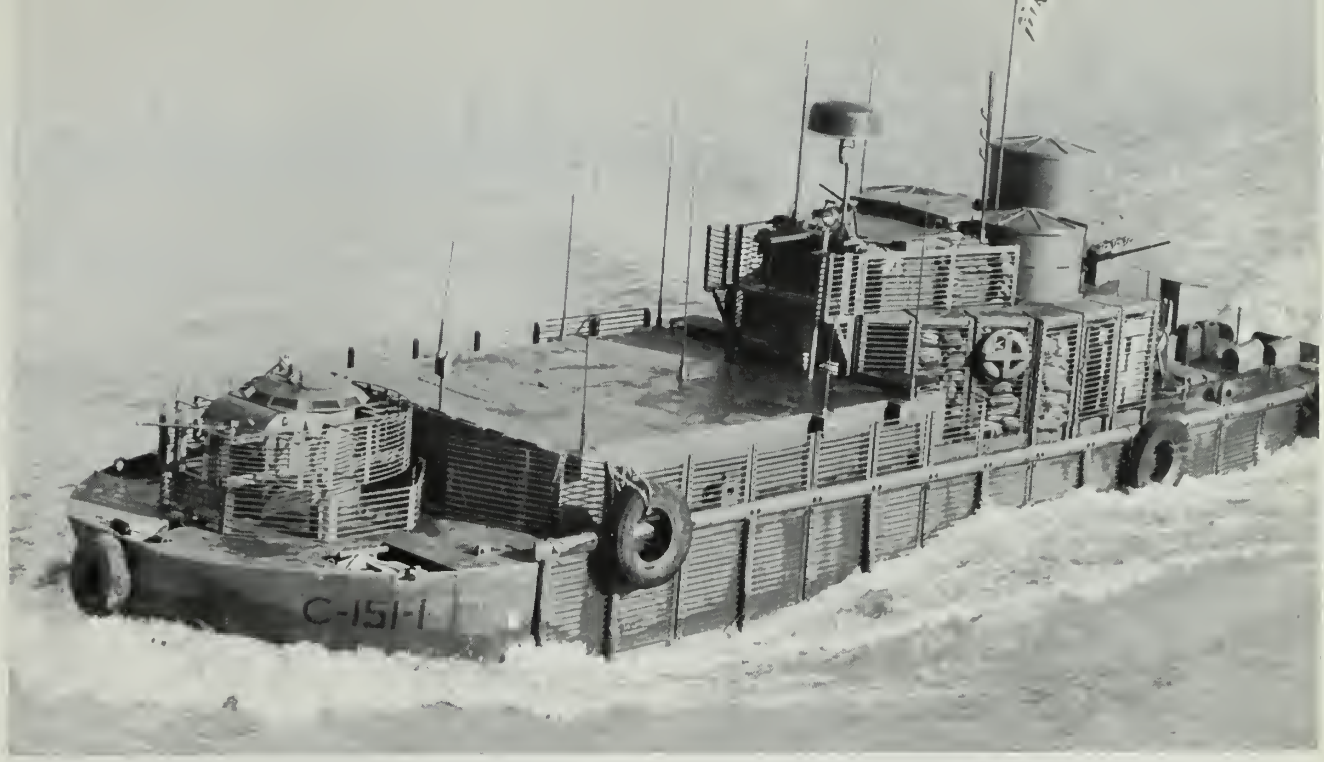
Detachment *Bravo* is working from USS *Ogden* (LPD 5) and USS *Monticello* (LSD 35).

The third Vietnam deatchment, Charlie, is assigned to the Naval Support Activity at Da Nang. This unit runs supplies to I Corps outposts.

—Tony Kausal, JO3, USN.

At left: Assault boats deposit cargo on the beach during landing operation. Below: Back to the LSD to be reloaded with equipment for another trip to the beach.





NEW ON THE RIVER—Command and Control Boat (CCB) serves as headquarters for Navy and Army commanders.

River Assault Flotilla One

SEVERAL improved U. S. Navy boats are now operating in Vietnam's waterways. The boats are special designs for River Assault Flotilla One, the Navy component of the Army/Navy Mobile Riverine Force operating in Mekong Delta.

A modernized monitor gunboat is the "heavy" of the improved trio. Carrying 105-millimeter howitzer armament in a tank-type turret rather than the 40-mm cannon found on the previous model, the 60-foot assault boat is the most heavily armed craft of its size in the Navy. In addition, it packs 20-mm cannons, 40-mm automatic grenade launching equipment, and several 7.62-mm machine guns.

Another improved model in the Navy river fleet is the updated command and control boat. This afloat command post for Army and Navy field commanders contains a larger and more efficient communications center which boasts air-conditioning to protect the electronic equipment from the ravages of Delta heat and humidity.

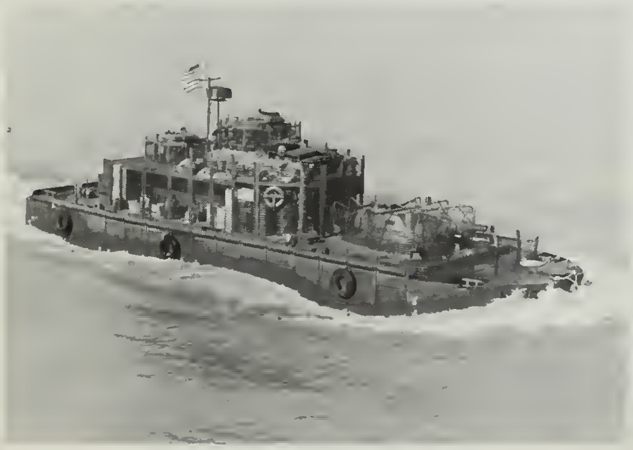
It is armed with 20-mm cannons, 40-mm grenade launching equipment, and assorted machine guns.

The newest version of the armored troop carrier also has arrived in Vietnam. It is armed with 20-mm cannon, 50-caliber machine guns, 40-mm grenade launchers, 7.62-mm machine guns, and shotguns.

It has a slightly larger flight deck than previous models.

All of the improved boats are protected by bar trigger armor, a grating of thin steel rods, which covers the more vulnerable portions of the boats. The grating detonates rocket and recoilless rifle rounds prematurely, spending much of their force before they strike the boats' heavy armor plate.

BIG GUN—Improved monitor totes 105 howitzer. *Rt:* Improved model of armored troop carrier (ATC) cruises river.



1969 Career Motivation

LAST MONTH ALL HANDS made its first report on the 1969 Career Motivation Conference and the workshop study that preceded it. The conference was held in early March at the Naval Air Station, Patuxent River, Md., with senior representatives from major sea and shore commands in attendance.

Its mission was to study ways and means of motivating Navymen toward a service career.

Vice Admiral Charles K. Duncan, USN, Chief of Naval Personnel, welcomed the members of the conference, which was held under the sponsorship of the Chief of Naval Operations, Admiral Thomas H. Moorer, USN.

Mr. James D. Hittle, the newly-appointed Assistant Secretary of the Navy (Manpower and Reserve Affairs), attended the closing session as representative of SecNav John H. Chafee.

"Retention is at the core of Navy life, as it reflects attitudes, morale and the way we do our job in looking after our people," said Asst. SecNav Hittle. He emphasized the importance of personalized effective career counseling.

PARTICIPATING COMMANDS included Atlantic and Pacific Fleets; Cruiser-Destroyer Forces, Atlantic and Pacific; Submarine Forces, Atlantic and Pacific; Naval Air Forces, Atlantic and Pacific; Mine Forces, Atlantic and Pacific; Amphibious Forces, Atlantic and Pacific; Service Forces, Atlantic and Pacific; and Training Commands, Atlantic and Pacific.

In addition there were senior representatives of the Naval Air Training Command; U. S. Naval Academy; Naval Postgraduate School; Naval Training Center; Naval Officer Candidate School; First, Fifth and Ninth Naval Districts; the Naval Schools Command; and the Chief of Information.

The conferees, who were listed in last month's report, were divided into three panel groups for intensive study into the areas of personal communications, career considerations and personnel welfare. The specific recommendations developed during the conference are being submitted to the Chief of Naval Personnel for his consideration and approval by higher authority where required. Some of them can be approached at the unit command level; still others require extensive effort and coordination at the headquarters echelon; and others require effort at all levels. They focus the attention of the fleet on the Navy's recognition of certain problem areas and the sincere efforts being made to effect changes and improvements which will motivate the Navyman, enlisted and officer, to a naval career. Among them are ways to:

- Improve internal communications and better inform Naval personnel of their career opportunities, rights, benefits and privileges.
- Establish an organization to assist commands in stimulating career motivation, including provision for improved career advisory service.
- Establish a meaningful sea pay.
- Improve personnel management.
- Improve administrative practices in family support areas, for example—household effects damage claims, and so forth.
- Improve education opportunities and align with career patterns.
- Improve and increase housing ashore and ship habitability.
- Improve legal and medical services.
- Improve use of recreational facilities.

Future issues of ALL HANDS will treat specific recommendations separately as they are executed.

Career Motivation Conference
Below: VADM Charles K. Duncan (left), Chief of Naval Personnel, served as host. To his left are RADM H. L. Miller, Commander of the NATC, and RADM R. R. Crutchfield, Assistant Chief for Plans and Programs, BuPers. Top Right: Personnel Welfare Panel. Lower Right: Personal Communications Panel.

Conference

Here are excerpts from the keynote speech of the Chief of Naval Personnel to the 1969 Career Motivation Conference.

ADVERSE TRENDS in retention continue to persist in spite of the considerable efforts we have made to date to reverse them. It is true that external factors over which we have little or no control contribute significantly to these trends. Nevertheless, a review has shown that all possible worthwhile actions may not as yet have been taken.

Higher retention will result from better motivation. The first task is therefore to create an environment conducive to motivating our people toward career service. Such an environment must, of course, be credible, and must have the full support of the entire Navy.

The theme of the conference is *Career Motivation: Challenge to Leadership.* We in the Navy look with pride upon Navy accomplishments and victories brought about by superb leadership—and rightly so. Certainly, the basic principles of good leadership are immutable. We should not, however, overlook possible shifts in leadership emphasis that may be essential to keep our leadership techniques current and effective.

- First, in this time of increased specialization, supervisors must rely on others to a far greater extent than ever before in order to arrive at sound decisions, and get the job done efficiently. Second, we now have more intelligent, better educated men. These men ask probing questions; they will not follow blindly. The personal commitment will not come because of the leader's position; it must be generated by him as an individual.

- The commander, officer or petty officer who expects effectively to motivate his subordinates must relate to them in terms beyond his formal authority. We must emphasize a more personalized attention to the individual, and actively enlist the support of our officers and men in achieving clearly defined goals.

It is equally important that we understand what has not changed in leadership principles, and which cannot change if we expect to fulfill all of our obligations in the Navy.

- One leadership concept is valid today as it has always been—and that is the relationship between *responsibility, authority,* and *accountability.* These key elements of leadership form a trinity, no part of which we can allow to be absent or out of balance.

In any leadership situation, the first prerequisite is responsibility. This must be followed immediately by the authority required to complete the task.

These two concepts are well known—the relationship between "responsibility and commensurate authority of our leaders." The third element, accountability, is not nearly so well known, and is too often misunderstood, particularly outside of the Navy.

- An important adjunct to the authority, responsibility and accountability trinity is the element of prestige.

A program restoring the naval officer's and petty officer's self-confidence and image, by a series of actions filtering down from the top, will convince him the Navy intends positive support in this direction.

Prestige is a subtle thing which we substitute for monetary reward in the military service. It can only exist in an environment of authority. It is a personal characteristic that derives from the pride of true authority. It would seem that our basic problem is to restore to Navymen in positions of leadership a feeling that they have this authority, that it is recognized and that they therefore may enjoy the prestige which accompanies it.

- In my view, this prestige will accrue automatically to those leaders who are strong enough to delegate their responsibility and authority—those men who retain for themselves full accountability for the actions of those to whom they delegate.

One of the most important steps any of us can take toward the goals of career motivation is to make every effort to restore the naval officer and petty officer to their proud position, where accountability was expected and authority and responsibility recognized. The obstacles are great, and we seem to see the mores of our culture move farther away from the give and take of a responsible society. But we also see daily examples where enlightened leadership has produced the results that we seek.

- One element we seldom mention, but important to keep in mind, is the fun we can derive from the Navy. If we don't find some fun in what we're doing, we're not doing it right.

- Do not let current directives or ways of doing things keep you from relying on your best judgment and imagination in recommending remedial actions, or in proposing new ways to improve motivation.

- The main task now is to motivate quality people to seek a career in the Navy so that we will have a truly professional, dedicated career force. Officers and petty officers must feel this responsibility just as surely as the commanding officer for the ship at sea. Attesting to the fact that we have a motivation problem, is a deluge of correspondence from enlisted men and junior officers: men who cannot get the answers locally; whose request is arbitrarily held up; who have real personal problems no one in the command will listen to. When we cure this situation—when we attain a really professional career force, the always-present problem of personnel turnover and training new men will shrink to its proper size.

today's navy

Big Mama, Goodby

She was Big Mama of the carrier Navy.

She had survived a full turnover of 20-year men. She had seen more years of active service than any other carrier in U. S. history. Many thought she might make it to 30.

However, after a remarkable career which spanned 26 years, USS *Essex* (CVS 9) finally had enough. Big Mama has been deactivated.

First in a long line of carriers built for World War II service, *Essex* participated in nearly every major Pacific battle. She joined the Pacific Fleet at Pearl Harbor in 1943, took part in a surprise attack at Marcus Island, and thereafter worked the wartime Pacific as a support ship for amphibious landings and as a mobile base for air strikes.

In 1947, she was taken out of commission and placed in reserve, but four years later was recommissioned with a new and longer flight deck and a new island superstructure.

Essex made two action cruises off Korea with Task Force 77, and then in 1956 came out of the yards at Seattle looking smart with an angled flight deck, hurricane bow and new second deck edge elevator.

Essex moved to the Sixth Fleet to support the 1958 landing at Lebanon, and after returning to the Pacific worked the Taiwan Strait with the Seventh Fleet.

In 1960, after conversion to an ASW carrier, she was assigned to the Atlantic as a headquarters, mobile air base, and logistic support ship for a hunter-killer group under ASWFORLANT. In 1962, she helped enforce the quarantine off Cuba.

Essex began her final deployment —flight training in the Gulf of Mexico—on 3 Jan 1969.

On 1 February, a C-1A *Trader* cargo transport was eased down onto the *Essex* flight deck. It was the 145,315th—and final—landing aboard the old carrier.

The following day, the same *Trader* plane took off from *Essex* and landed elsewhere.

Reunion in Vietnam

Duty in Vietnam usually carries with it the inevitable family separations, but once in a while it can bring on a family reunion instead. Like the recent get-together of Master Chief Hospital Corpsman Joseph J. Atzert, USN, of Naval Support Activity, Da Nang, and his two sons.

Both yeomen 2nd class, Walter, 23, and Alan, 25, arrived in Da Nang in October and December, respectively.

Each volunteered for Vietnam duty and submitted separate requests for an assignment at their father's duty station last February. They hoped for a chance to serve with their dad before he retires from active duty in three years.

"Alan and I knew that we would eventually draw a tour in Vietnam, so we decided to make the best of it by requesting duty here while Pop was still around," said Walter.

Chief Atzert, who has been in this country since June 1968, is the enlisted personnel administrative assistant at the Support Activity's Station Hospital. While the assignment of Walter and Alan to Da Nang may have made for an uncommon situation, it did not come as a surprise, as the three have been planning the reunion for nearly a year.

"We've been a Navy family for as long as the boys can remember," said the chief.

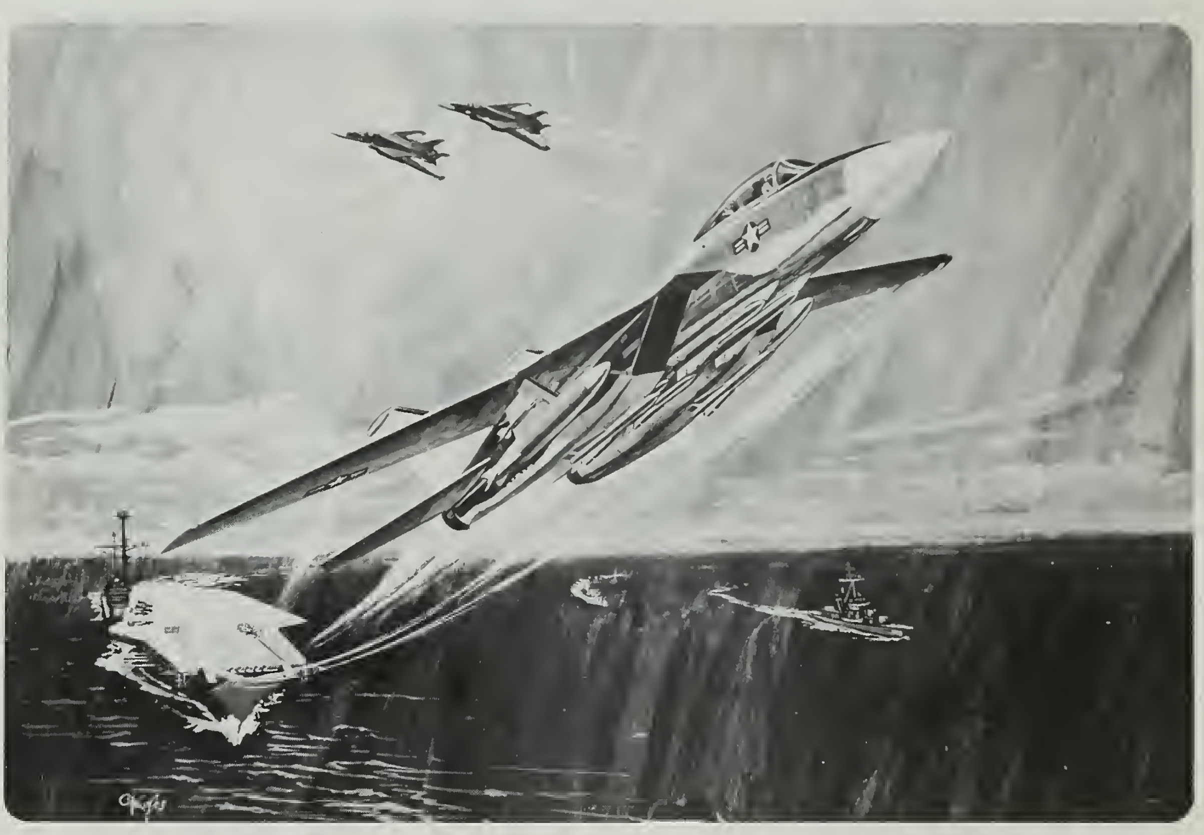
Although his sons refer to him as probably one of the best career counselors in the Navy, they admitted that simply having been around the Navy for so long was probably what made them enlist.

—Robert Parvin, JO3, USN

MUCH DECORATED—Petty Officer 1st Class Robert Seaman is presented the Distinguished Flying Cross, Bronze Star and his 20th, 21st and 22nd Air Medals by RADM H. J. Trum, III, in ceremonies at NAS Whidbey Island.

FOR VIET ACTION—LT Charles J. Cox receives Silver Star from VADM J. V. Smith aboard *USS Benewah*. Cox earned the award while leading a column of assault craft in operations on Vietnam rivers.

NAVY CROSS—RADM Leo McCuddin, himself a Navy Cross winner, presents the award to Carroll Dutterer, BM1, who earned it during a riverine operation in Vietnam.



A NEW BIRD—Artist's conception shows Navy's new F-14A swing-wing supersonic aircraft leaving carrier. The F-14A will replace the F-4 Phantom II.

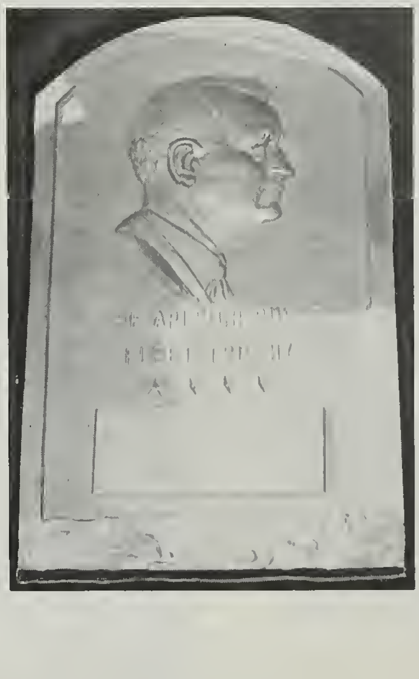
Blandy Takes Atlantic Arleigh Burke Trophy

If the men of the destroyer USS *Blandy* (DD 943) appear to walk a little smarter, stand a little straighter and smile a little more broadly than do other sailors along the eastern boardwalks, they do so with justifiable reason.

They are the recipients of the 1969 Chief of Naval Operations Arleigh Burke Fleet Trophy, awarded annually to one ship or aircraft squadron in the Atlantic Fleet that demonstrates the greatest improvement in battle efficiency during a competitive year. A similar trophy is awarded in the Pacific Fleet.

The destroyer crew also topped all competition to earn the CINCLANTFLT Battle Efficiency "E" and the Operations Department "E" awards, although eight months of their competitive year were spent with the Seventh Fleet in the South China Sea. While there, *Blandy* served with Destroyer Division 21 off the coast of Vietnam.

In January, she entered the Philadelphia Shipyard where her antisubmarine warfare equipment is being modernized. Early next year she will rejoin the Fleet and once again compete for the Arleigh Burke Trophy.



Knox Represents Pacific as Winner of Burke Trophy

The destroyer USS *Frank Knox* (DDR 742) has received the Arleigh Burke Fleet Trophy for improvement in battle efficiency. Not bad. Especially in view of the odds. Consider these entries in the diary of *Frank Knox:*

18 Jul 1965 — Ran aground on Pratas Reef. En route South Vietnam to Taiwan. Extent of damage unknown.

24 Aug 1965 — Refloated. Emergency repairs at Kaohsiung, Taiwan. Damage appraised. Verdict: extensive. Proceeding to Ship Repair Facility, Yokosuka.

13 Oct 1966 — Sea trials. Restoration took 386 days. Recommissioning next month. Can't wait.

3 Dec 1966 — Arrive San Diego. Begin normal operations. Good to be back.

20 Nov 1968 — Received Arleigh Burke Trophy today. Still have what it takes. Not bad at all.

Intrepid Comes Home

As far as they were concerned, it was one of the warmest welcomes ever enjoyed by a returning warship as families and friends of USS *Intrepid* (CVS 11) crowded pier 12 to welcome daddy home.

The crowd extended as far as the eye could see. Many of the families had been there twice before, but were no less enthusiastic.

Wives and kiddies waved posters that were appropriate to the occasion—and carefully worded so the men on board could spot their families in the crowd.

Intrepid's return to Naval Station Norfolk last February followed her third consecutive deployment to South Vietnam. Including travel mileage and operations in the Tonkin Gulf, the ASW carrier logged more than 90,000 miles (roughly equivalent to four trips around the world) during the eight-month deployment.

These were some of the scenes at pier 12 the day she returned to her homeport.

—Text and Photos by
Toby Marquez, Ensign

When USS Intrepid (CVS 11) returned to Norfolk from an eight-month deployment to South Vietnam, she was greeted by an enthusiastic crowd on pier 12. The pictures here show some of the greeters.

AND KITTENS

Great Going for Grapple

If USS *Grapple* (ARS 7) were a 25-year-old people-type instead of a salvage ship, she would have been able to write up enough about her experiences to fill a good-sized book. But since she is, after all, a busy, seagoing vessel, ARS 7 must content herself with memories and leave the writing to others. She's now in her second quarter century.

Grapple was commissioned in December 1943—the first in a group of new ships designed for salvage work.

By July 1944, *Grapple* was in the midst of combat operations at Guam, pulling stranded landing craft off the beaches and repairing damaged vessels.

The following September, she did a repeat performance at Peleliu and, while under fire from enemy shore batteries, she laid mooring buoys and gave first aid to a mine-damaged destroyer escort. Three months later, she pushed on to the Leyte Gulf for more salvage jobs.

When the Philippines were invaded, *Grapple* did a sufficiently good job that she was awarded a Navy Unit Commendation. Nevertheless, in August 1946 she was decommissioned at San Diego.

She returned to her life's work in 1951 when hostilities broke out in Korea. She sailed with British units of the United Nations fleet and, at Ullong Do, she abandoned her salvage role to serve as a floating laboratory for Navy doctors laboring to stem a typhoid epidemic.

During a patrol one night in August 1952, shore batteries below Wonson opened up and lobbed a projectile into her side below the waterline.

She was lucky. Although the Pacific Ocean poured through the six-by-15-inch hole, the shell hadn't exploded. Damage control parties did their job and *Grapple* recovered nicely.

After she left Korea, ARS 7 was assigned to salvage jobs in the mid-Pacific and, in 1953, '55, '56 and '57, she made late summer cruises to the Arctic Circle to repair and supply Fleet units stationed there.

About the time *Grapple's* crew sliced her 23rd birthday cake, she began salvage and rescue operations in Vietnam and, during the following two years, assisted in the salvage of five ships.

On her silver anniversary, *Grapple* was in good health and working hard. She seems happy that way.

TOUCH DOWN—*Sea Knight* lands on *USS Tripoli* (LPH 10) as a blue shirt stands by with wheel chock and chain during operations with 7th Fleet.

Flight Ops on Tripoli

It's still dark on the flight deck of USS *Tripoli* (LPH 10), as her men begin a full day of flight operations off South Vietnam.

Aircraft are spotted, fuel lines checked and crash equipment tested. Much has to be done before the helicopters are ready to go.

The men in Primary Flight Control, high above the flight deck, are busy checking the many radios and emergency communications systems.

The yellow-shirted LSEs (Landing Signal Enlisted) have the blue-shirted aircraft handlers busy spotting the first launch. Purple-shirted fuel crews are refueling the aircraft.

Below decks, the Marines of the Battalion Landing Team are getting ready to board the helos.

As launch time draws near, the word is passed to start the engines and engage rotors. Final tests are made.

The Marines are loaded; the Flight Deck Officer gives the signal; and the LSE sends the first wave of whirlybirds on its way to the beach.

Now the flight deck crew has just five minutes to spot the helicopters for the second wave and get them loaded and ready for the third and following waves.

There will be as many as 15 waves that the flight deck crew must launch, recover, refuel, and reload for launching in the course of the first two hours of daylight.

Once the men are ashore they will depend on the carrier for all supplies and replacements. The wounded will be brought back to the ship for treatment within a matter of minutes after being hit.

Evening's darkness will not slow the work on the flight deck. If there are aircraft in the air they will be brought down by an LSE dressed in a flight suit rigged with lights. He will be using a pair of flashlights with red and green lenses to give the pilot visual right and left.

After all the aircraft are back on board, the flight deck crew will have to respot the helicopters to get ready for the morning launches. It's a continuous cycle.

$10,000 VRB

And the beat goes on as a $10,000 variable reenlistment bonus was paid recently to Fred D. Gorham, a machinist's mate 2nd class after returning from sea duty, at Quonset Point, R I.

It was the first reup for the 29-year-old Gorham, veteran of seven years' service, who signed a contract for six more years.

Under the provisions of the VRB program, which offers extra cash as a reenlistment incentive for certain specialist ratings in the Navy, Petty Officer Gorham was authorized to receive four additional bonuses beyond the amount of the first reenlistment amount of $2000.

And the VRBeat goes on . . .

New Flight Trainer

A new training device that simulates actual carrier landings better than any previous models has been installed at Training Squadron Four, in Pensacola, Fla.

The new trainer allows the student pilot to experience all the sights and movement of his plane, the sea, and the carrier—all within a 27-by-35-foot classroom.

Flight controls and an instrument panel from an actual T-2B trainer aircraft are used in the unit, along with a projected image of a *Forrestal*-class carrier. The life-size carrier image is created from a four-foot model through the use of advanced optical pickup, a high-resolution TV system and an intricate image display system.

Student pilots are "catapulted" from the carrier deck, fly the plane out of sight, turn around, locate the carrier from as far as six miles out, and land.

Optical, electronic and mechanical devices used to simulate the action are so designed and coordinated that the unit is accurate to within two feet from as far as six miles out to touchdown.

The imagery is made possible through development of lightweight, spherical plastic mirrors. Three such mirrors simulate a 240-degree view of unlimited seascape, and allow the pilot to rotate his head freely without losing the scene, which appears three-dimensional rather than flat.

A computer accepts inputs from the plane's flight controls and directs the carrier model, the visual generation equipment, and cockpit motion. The cockpit and visual presentation are mounted on a platform which moves to simulate aircraft pitch and roll.

Instructors can control the plane's glide slope angle, wind direction and velocity, carrier speed and visibility effect. They also can turn calm seas to rough, changing the roll and pitch of the carrier.

A TV monitor presents to the instructor the same scene that the pilot sees. Flight path deviations are recorded on a paper tape to assist in scoring the student pilots as they learn to control the aircraft by use of instruments, visual cues and "seat-of-the-pants" feel.

New Type Target May Hit Bullseye

Future missile and gunnery marksmanship of Fleet aircraft and ships may be sharpened through the use of a newly invented surface target.

Called the Self-Inflating Surface Target (SIST), it was developed at the Point Mugu Pacific Missile Range and Center primarily for testing air-to-surface missiles. But, because of its low cost production, the target appears equally attractive for shipboard gunnery practice.

Made of a brightly colored plastic polyester material, the target comes in a variety of sizes in a pyramidical shape with edges measuring up to 20 feet long. Self-inflation is achieved through a long, flexible plastic tube that extends from the center of the target base. At the end of the tube is a weighted airscoop.

When used as a missile target, the SIST is packed accordion fashion and placed in a canister which is attached to the aircraft bomb rack. For deployment, the pilot pulls a release pin, allowing the weighted airscoop to drop, and pull the target out of the canister.

Air entering the airscoop during descent passes up the tube and fills the target like a balloon. Then, when the target hits the water, the air is trapped and compressed by the water rising in the tube, thus inflating the target.

Aboard ship smaller targets, six- to 12-foot models, are inflated by directing the airscoop into at least a 10-knot wind. Once inflated, they are simply dropped into the water ready to be shot at.

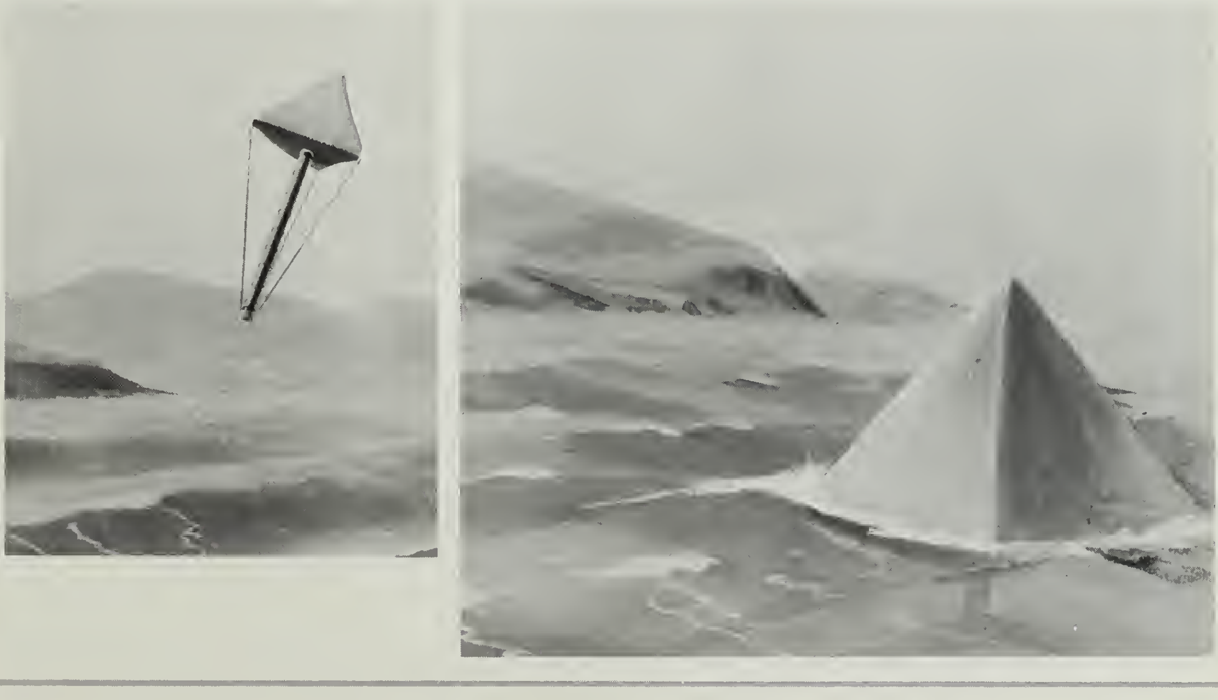
Tests of the novel target are being made by Fleet surface and air units from San Diego and Roosevelt Roads, P. R. One 20-foot target, deployed from a helicopter at 10,000 feet, was observed clearly at a slant range of 10 nautical miles.

The estimated production cost of the SIST is under $300 per target, including packaging. The approximate cost for the foam-filled, steel sectional barges presently in use is $8000.

Use of the larger target offers other advantages. A barge, for example, must always be towed to the target area, therefore presenting a hazard to navigation. The SIST is either carried to the area or dropped into the area. To qualify as an anchored vessel, a barge must comply with marine safety regulations and carry lights, black shape display, foghorns and the like. In addition, a barge is normally under radar surveillance as an added safety precaution should it slip its mooring. On the other hand, the plastic radar reflective coated target need not be recovered; therefore, it presents no hazard to navigation, nor does it require attendance.

Inventor Raymond S. Daughenbaugh, an engineer at the Center, says there are other possible uses for the target. It could, for instance, be adapted for aerial supply drops either on land or on sea, or used as an active or passive position marker, or, in an emergency, serve as a raft for rescue operations.

ON TARGET – Artist concept shows new missile and gunnery target dropped from aircraft (left) and floating on surface (right). The airscoop inflates target and seas act as plug, trapping air in the bag.



ON WAY TO NEW RECORD — Aircrew Survival Equipmentman 1st Class Richard Spaulding steps off aft cargo ramp on an LC-130 Hercules aircraft, 12,500 feet over the Ross Ice Shelf near McMurdo Station, Antarctica. The leap broke the existing altitude jump record for Antarctica, also held by Spaulding, by a thousand feet. Spaulding is a member of the VXE 6 pararescue team.

Tripoli's Green House

Flowers are not grown in the green house above USS *Tripoli's* flight deck. Aboard LPH 70, it is the bailiwick of the air boss, whose most important working equipment is an unflappable disposition.

Although an even temper and an ability to remain calm in emergencies may be important tools in the green house, the air boss has others—radio circuits to communicate with the helicopter and flight deck personnel who hear his voice through the FM transceivers in their helmets.

Direct phone lines connect the green house with the helicopter direction center, the combat information center and the troop operations center. There is also a direct connection to the ship's wheelhouse.

During a major operation, the air boss and a phone talker will be on the job at least an hour before launch time as they make final checks on equipment.

Sometimes the green house job becomes too much for one team to handle so they are backed up by an assistant and another phone talker, but most of the time there is a steady flow of traffic which enables events to proceed at an even pace.

Tripoli's principal job is medical support of troops in Vietnam. During fighting ashore, her helicopters buzz off for the 20-minute round trip to the beach and back to the ship.

During such operations, the atmosphere in the green house may appear to approach orderly confusion because any delay in dispatching the helos or letting them land could have serious consequences for the wounded.

Air bosses, however, are men who know how to keep their cool. Most are helo pilots themselves who wouldn't get excited even if the ship lost all power. They would simply revert to the hand signals used in earlier carriers and wave their charges to a landing.

No sweat at all.

—Bill Galligan, PH1, USN

Plenty to Do at Pt Mugu

The Surface Craft Department of NAS Point Mugu, Calif., has heaved to for counting: Six aviation rescue vessels (AVRs), two harbor utility craft (YFUs), and 100 Navymen and civilians with plenty to do.

Located at the Construction Battalion Center, Port Hueneme, the SCD carries a catchall workload. Assignments range from support operations for the Pacific Missile Range — the primary mission — to weekend fishing excursions for sports-minded Navymen.

In-between jobs include search and rescue, escort duty, and passenger ferry runs between Port Hueneme and Santa Cruz and San Nicolas islands.

The sharp-looking AVRs (white hull, yellow deck, orange superstructure) are 85 feet long, make 21 knots, and are specially equipped for PMR assignments.

Before a missile is launched into SCD range waters, the AVRs are dispatched to warn ships in the target area to clear the range.

Two of the AVRs have homing devices which help to locate target drones, and 6000-pound hydraulic cranes which lift the drones from the water and gently lay them into a cradle on deck. One AVR can recover and safely stow four drones on one run downrange.

With its own maintenance, repair and overhaul shops, the SCD is open for business at all times, and at least one AVR crew is kept on 15-minute standby.

SLINGSHOT TEAM — PBR speeds along river in South Vietnam to stop flow of enemy supplies during Operation Slingshot while helo gives air cover.

Operation Slingshot

In South Vietnam, the Vam Co Tay and Vam Co Dong Rivers form the arms of a giant slingshot and reach toward Saigon—within 15 miles at one point.

With an open highway like that, it is small wonder that communists used the rivers to resuppply their battalions in the upper Mekong Delta and the lower III Corps Tactical Zone.

United States and Vietnamese forces, however, moved in to cramp the Viet Cong's style with what was appropriately called Operation Slingshot.

Navy PBRs of the River Patrol Force and armored assault support patrol boats patrolled the rivers as helicopters provided air cover and carried out strikes along the rivers.

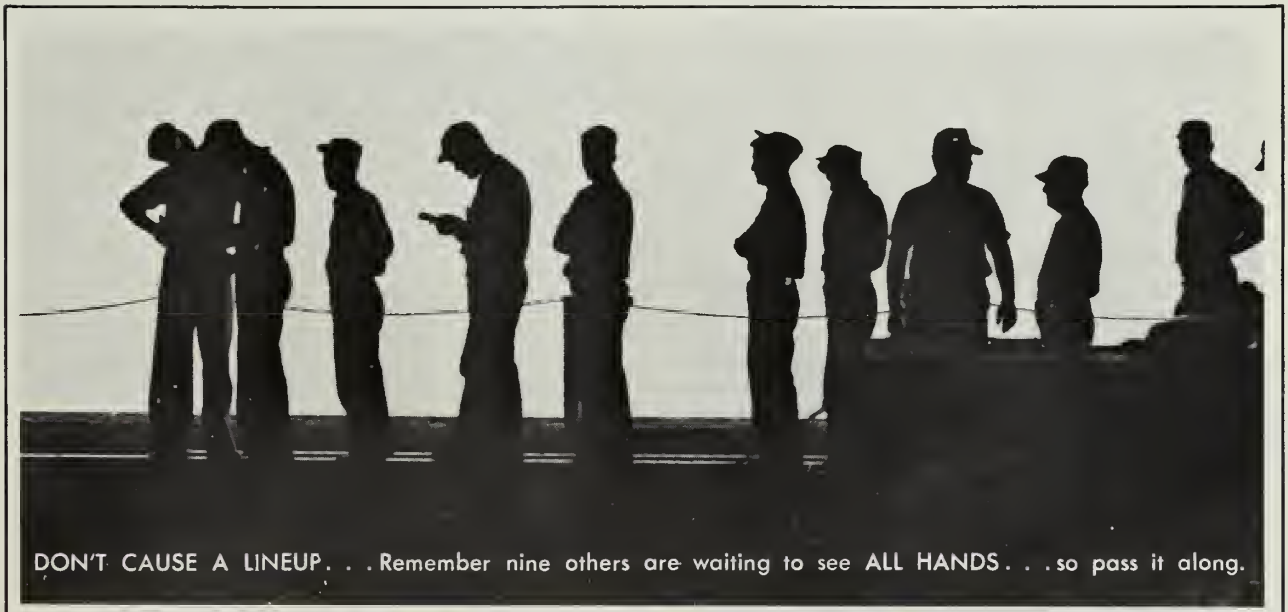
Heavily armored monitors of the Navy's River Assault Flotilla One took part in the operations as did armored troop carriers filled with U. S. and South Vietnamese fighting men.

The Army provided its *Cobra* helicopter gunships, spotter aircraft and heavy artillery as well as ground troops while the Air Force brought tactical air strikes to bear.

During the first few days of the operation, both sides skirmished to determine the intentions of the other. By the fifth day, the enemy was convinced Operation Slingshot was in earnest and stepped up his river ambushes to prevent disruption of his supply system.

After the shooting was over, the men of Operation Slingshot had what they had gone after. Ten enemy weapons caches had been uncovered along or near the Vam Co Dong River. Seven of them were concentrated within 25 miles of Saigon.

With United States and South Vietnamese forces regularly patrolling the Vam Co Dong and the Vam Co Tay Rivers, Charlie was minus one more route to Saigon.



DON'T CAUSE A LINEUP. . . Remember nine others are waiting to see ALL HANDS. . . so pass it along.

Six States Now Award Bonus For Active Military Service

PENNSYLVANIA has become the sixth state of the Union to enact a Vietnam bonus law. The others are Illinois, Connecticut, Louisiana, Delaware and Massachusetts.

• **Pennsylvania's** bonus law authorizes payment of $25 per month for each month served in Vietnam with a maximum payment set at $750.

Those eligible for the bonus must satisfy the requirements for the Vietnam Service Medal and must not have renounced their citizenship. They must also have shown Pennsylvania as their place of residence on their service records and must have been honorably separated from active duty.

To obtain payment, applicants must attach their original DD Form 214 (Armed Forces of the United States Record of Transfer or Discharge) to their bonus request form. The DD Form 214 will be returned as soon as possible. Those who have lost their DD Form 214 may obtain a certified true copy from the National Records Center, GSA, 9700 Page Boulevard, St. Louis, Mo. 63132.

Although the bonus law is in effect in Pennsylvania, application forms are not yet available. The state expects to have a supply around 1 June and they will be available from the Adjutant General of the Commonwealth of Pennsylvania, Harrisburg, Pa. 17120.

• **Illinois** provides a $100 bonus for veterans who served on active duty after 1 Jan 1961 and who received the Vietnam Service Medal.

The state also provides a $1000 death benefit for the beneficiary of a serviceman who was killed in Vietnam or who died from Vietnam service-connected causes.

No death benefits will be paid, however, unless the deceased serviceman had resided in Illinois at least 12 months before he entered the service. The law imposes the same requirement on veterans who apply for the bonus.

If you are from one of the six states mentioned in the story above, this photo depicts only one of the bonuses you may receive. For state eligibility requirements see story.

Application for the bonus or the death benefit may be made to the Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Ill. 62704.

• **Louisiana** provides a bonus of $250 for its citizens who served on active duty in the Vietnam combat area between 1 Jul 1958 and a future date when the Vietnam campaign ends.

A $1000 death benefit will be paid to the survivor of a serviceman who was killed in Vietnam.

However, actual payment of this bonus is not authorized until the Vietnam campaign ends. Death benefit payments were authorized to begin on 1 Jul 1968.

Requests for information and applications should be sent to the Louisiana Department of Veterans Affairs, Vietnam Bonus Division, 150 North Third Street, Baton Rouge, La. 70801.

• **Connecticut** has a law which requires no Vietnam service to establish eligibility for the benefits it provides.

The law requires that an applicant be domiciled in Connecticut on 1 Oct 1967 and for at least a year before he entered the service.

Those who served on active duty for at least 90 days after 1 Jan 1964 are entitled to $10 for each month of service up to a maximum of 30 months or $300.

Servicemen who are still on active duty must wait before filing until they have served for 30 months and are eligible for the entire $300 bonus.

Honorably discharged Navymen may file for whatever bonus their service entitles them under the Connecticut law and their application must be accompanied by their original Release from Active Duty (DD Form 214).

Forms on which to apply for the bonus in Connecticut may be obtained from most town clerks, veterans' organizations and the Vietnam Bonus Division, State Treasurer's Office, 15 Lewis St., Hartford, Conn. 06115. Completed applications should also be mailed to the latter address.

• **Delaware** requires honorable service in Vietnam for at least 90 consecutive days between 5 Aug 1964 and the end of hostilities.

Navymen who are still in the service are also eligible for the bonus provided they served within the time frame prescribed for Delaware veterans and for at least 90 consecutive days.

The law requires the applicant to have been a resident of Delaware for at least 12 months before he entered the service.

Beneficiaries of deceased eligible veterans qualify in the following order for death benefits: surviving husband or wife; surviving children (share and share alike), surviving parents (in equal shares) or person who stood in loco parentis.

Those eligible are authorized payment of $15 for each month (or major fraction thereof) of service in the United States or the District of Columbia. The maximum amount payable is $225.

Twenty dollars is paid to eligible applicants for each month of service outside the United States or the District of Columbia with a maximum amount of $300 authorized.

If the Veterans Administration determines a veteran has a 60 per cent or greater service-connected disability, he is entitled to a maximum of $300 regardless of service length.

Three hundred dollars is also paid to beneficiaries of veterans who died during their service as a direct result or in the course of duty in Vietnam.

Applications should be sent to the Executive Director of the Veterans Payment Commission, 1224 King St., Wilmington, Del. 19801.

- **Massachusetts'** Vietnam Bonus Law requires the applicants to have served at least six months after 1 Jul 1958 and to have been domiciled in the state for at least six months immediately before starting military service. Career men still in service must have had Massachusetts domicile at least six months before 1 Jul 1958, and may be required to furnish proof of continued residency.

Those who served outside the continental United States in the Vietnam area and those who are otherwise qualified are entitled to a $300 bonus, while those who served in the United States or elsewhere in the world than in Vietnam are entitled to receive $200.

There is a similar provision concerning death benefits paid to the survivors of a Massachusetts serviceman. The next of kin of a serviceman who dies while on active duty are eligible to receive $300. On the other hand, the survivors of a serviceman who dies after he is released from active duty are entitled to $200.

Applications for bonus and death benefits may be obtained from the Commonwealth of Massachusetts, State Treasurer, Bonus Division, Room 227, State House, Boston, Mass. 02133.

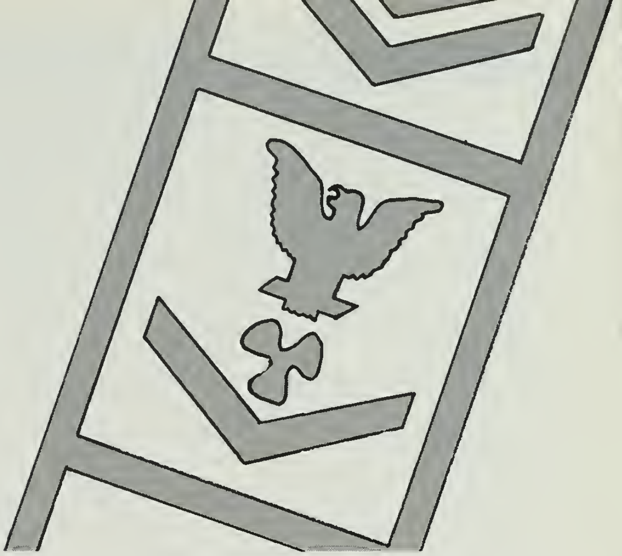
Commissioned officers still in service are not eligible for the bonus at the present time, as the DD Form 214 is required. It is expected that an amendment to correct this point will be offered at the next session of the legislature.

Special PO3 Exam Set for May

Normally, there is a six-month wait between advancement exams.

But not this year. Not for seamen, airmen, firemen and others serving in pay grade E-3.

Next month, on Tuesday, 6 May, a special Navy-wide examination for advancement to petty officer 3rd class will be held for all ratings.



Waivers of service time and time served in pay grade E-3, similar to those authorized participants in the February exams, are being granted. Candidates, however, must be serving in pay grade E-3 on the day of the exam.

Furthermore, individuals who do not have pay grade E-3 evaluations for the six-month period ending 16 Mar 1969, may use their E-2 evaluations for the same period, or they may have a special evaluation prepared as of 30 Apr 1969, at the discretion of their commanding officer.

All other requirements peculiar to regular examination requirements must be met at least by 6 May. They include correspondence courses, performance tests (such as typing), and either the military or leadership exam, as the case may be.

A reminder to those individuals who wish to become postal clerks or serve in the communications technician and radioman ratings: you must be U.S. citizens.

To increase the opportunity for advancement, those persons who took the February 1969 exam but have not yet received the results of that exam, may participate in the May testing. If, afterward, the candidate is authorized advancement as a result of the February examination, then the May exam will be invalidated.

The PO3 exam to be administered is Series 50.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

House of Cards (WS) (C): Drama; George Peppard, Inger Stevens.

A Dandy in Aspic (WS) (C): Melodrama; Laurence Harvey, Mia Farrow.

Any Gun Can Play (WS) (C): Western; Edd Byrnes, Gilbert Roland.

Deadfall (C): Drama; Michael Caine, Giovanna Ralli.

A Flea in Her Ear (WS) (C): Comedy; Rex Harrison, Rachel Roberts.

He Who Rides a Tiger: Drama; Tom Bell, Paul Rogers.

The Devil in Love: Comedy; Vittorio Gassman, Mickey Rooney.

A Thousand and One Nights (C): Drama; Luciana Paluzzi, Jeff Cooper.

Bandolero (WS) (C): Western; James Stewart, Dean Martin.

The Murder Clinic (WS) (C): Mystery Drama; William Berger, Francoise Prevost.

Treasure of San Gennaro (C): Comedy; Harry Guardino, Senta Berger.

Ragan (C): Drama; Ty Hardin, Antonella Lualdi.

Far From the Madding Crowd (WS) (C): Romantic Drama; Julie Christie, Alan Bates.

Hellfighters (WS) (C): Action Drama; John Wayne, Katherine Ross.

Mrs. Brown, You've Got a Lovely Daughter (WS) (C): Musical; Peter Noone, Sarah Caldwell.

The Sand Pebbles (WS) (C): Action Drama; Steve McQueen, Richard Attenborough.

If You're Headed Overseas, Check Family Housing Available in U.S.

WHERE YOU HOUSE your family while serving an unaccompanied tour overseas is always a major concern. It could be less of a problem if you're interested in obtaining military public quarters, provided the family is flexible about the region of the country where they are willing to live.

The latest list of DOD military public quarters available describes accommodations at military activities in Kansas, Maine, New Mexico, Utah and Washington (see NavFacNote 11101 (CH 1) of 18 Dec 1968).

(A listing of adequate military quarters at various locations available to families of Navymen serving unaccompanied tours is published quarterly and sent to all Navy ships and stations. A copy is also included with orders issued for overseas assignments.)

Normally, once located at one of these locations, your family will be assured occupancy until they leave to rejoin you when you return from overseas. Otherwise, they will be informed *at the time of assignment to quarters* how long they will be permitted to occupy them.

Housing for your family is available in five states if you are scheduled for an unaccompanied overseas tour of duty.

If you pay rent for excess family quarters, you are entitled to receive BAQ and separation allowance. However, if you do not pay rent (that is, if the housing is operated by the military department as public quarters) then you should expect to forfeit both.

The list of quarters below represents housing not needed by military personnel assigned to duty in the area of the given activity; therefore, assignments will be made on a first-come, first-served basis.

To apply, either you or your wife may make application directly to the commanding officer or family housing officer of the activity concerned. The application should include:

- Name, rank or grade, service, service number, and length of military service.
- Name of wife or other adult who will act as head of the family during the overseas tour.
- Names, sex and ages of other members of the family and the number of bedrooms required.
- The date housing is needed and, if known, how long it will be occupied.

When you receive permanent change of station orders to overseas duty, you may arrange, according to *Joint Travel Regulations*, to have your authorized weight in household goods transported at government expense to any location of your choice in the U. S.

Transportation of your dependents is also authorized at no cost to you as long as you qualify and provided a similar expense has not previously been allowed under the same PCS order. If you do not qualify for either government-cost household or dependent transportation, then the expense of the move is yours.

HERE IS THE LIST by state and activity of the quarters available for which you may apply:

Kansas—Schilling Air Force Base at Salina has 215 family quarters for officers, including 19 two-bedroom, 154 three-bedroom and 42 four-bedroom units. Enlisted family quarters available include 139, 343 and 38 two-, three- and four-bedroom units, respectively. These Capeharts are normally available after a waiting period of from 30 to 45 days but have no restrictive time limits on occupancy. Apply to the Family Housing Manager, Schilling Manor Sub Post, Salina, Kans. 67401; phone: 913, TA5-1112, Ext. 1113.

Maine—The Bangor Housing Authority in Bangor has 80 three- and four-bedroom Capehart units available for which forfeiture of BAQ and separation allowance is not required. This housing is offered on a rental basis. Your application will be accepted by the Manager, Bangor Housing Authority, 26 Downeast Circle, Bangor, Maine 04401; phone: 207, 942-0095.

New Mexico—The Roswell Housing Authority in Roswell also has rental units available which do not require the forfeiture of BAQ or separation allowance. Open to both officer and enlisted families, these Wherry dwellings, of 101 two-bedroom, 204 three-bedroom and 14 four-bedroom units, are located six miles north of Roswell.

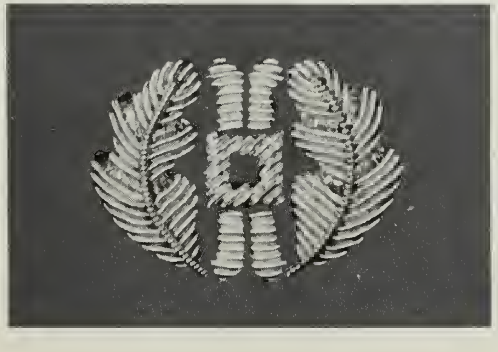
They are available until 31 Jul 1970. Although there are no exchange, commissary or medical facilities at the development, stores, doctors, churches and schools are located in nearby Roswell. School buses are provided for children. To apply, contact the executive director, Roswell Housing Authority, Roswell, N. Mex. 88201; phone: 505, 347-5461.

Utah—At the Defense Depot in Ogden, 100 apartments are available. Four of the six apartments which may be assigned to officer families, and two of the four enlisted apartments are three-bedroom units. All others are two-bedroom units. Application should be made to Director, Installation Services, Defense Depot, Ogden, Utah 88401; phone: 399-7011.

Washington —One two-bedroom unit is listed available to an enlisted family at Indian Island Annex, 30 miles north of the Naval Ammunition Depot, Bangor. Situated in an isolated, rural area outside the circle of public transportation, this housing is located 14 miles from Port Townsend. Shopping and civilian medical facilities are available in Port Townsend. For emergency medical treatment, a first aid station is operated at the annex. Nearby public schools provide bus service for children through the 12th grade. Submit application to the Housing Officer, Quarters "G", NAD Bangor, Bremerton, Wash. 98314; phone: 206, 478-5293.

Also in Washington State, three miles southeast of Moses Lake, is a Capehart housing development which offers at no forfeiture of BAQ or separation allowance 131 three-bedroom rental suites to both officer and enlisted families. Shopping facilities and junior and senior high schools are available in Moses Lake. A kindergarten and elementary school are conducted at the Port of Moses Lake Housing Division. The nearest exchange and commissary facilities are at Fairchild AFB, 110 miles away. Apply to Port of Moses Housing Division, Port of Moses Lake, Wash. 98837; phone: 509, RO 2-5541.

Keep in mind that all excess accommodations listed above are available on a first-come, first-served basis. However, through corresponding with the activity in which you are interested, they should be able to project some idea when accommodations will be available if all units are currently occupied.



Looking for a Job After Retirement Or Release from Active Duty?

Officer and enlisted college graduates scheduled for separation from the Navy—including retirement or transfer to the Fleet Reserve—are reminded of the job opportunities listed in the *College Placement Annual* for 1969.

This annual, distributed to each ship and station and to major libraries throughout the Navy, lists alphabetically the names, addresses and employment needs of 2000 corporate and local, state and federal government employers. Included are cross-indexed listings of these employers by occupation and geographic location, as well as articles which should assist the job-seeker in pursuit of his career goals in private industry or with the government.

Civilian employment assistance is also available to college graduates through the Graduate Resume Accumulation and Distribution.

Participants should, however, use a GRAD resume form. Brochures containing a reply card for ordering a GRAD resume form and more information about the system may be requested by commands from the Chief of Naval Personnel (Pers G224), Navy Department, Washington, D.C. 20370. Brochures are available in sufficient quantity for distribution to college graduates being separated, retired or transferred to the Fleet Reserve.

Additional copies of the *College Placement Annual* for 1969, to be used for counseling purposes, may also be requisitioned in accordance with NavSup P-2002, Stock List of Forms and Publications.

New JAG Device Is Symbolic

It's called a Mill Rinde—that new Judge Advocate General Corps center device worn by naval legal assistance officers. Unless you're a student of heraldry, you may not have guessed.

Look at each element that makes up the insignia and you should see immediately its significance.

The two gold oak leaves curving to form a semicircle symbolize two things—the strength of the hulls of early Navy ships constructed of oak timbers; and a counterbalance, such as the scales upon which justice is weighed.

Surmounted between the oak leaves is the mill rinde, sometimes referred to as the link or cramp of a millstone. Down through the years, this implement, centered in the lower of two millstones, has been used to bear and guide the upper millstone equally and directly in its course. In so doing, it keeps the stone tracking properly, thereby contributing steadiness equally to every part.

Use of the mill rinde as a juridical symbol was suggested as early as 1572 by author Bossewell, in his Workes of Armorie. He wrote that such a device "might conveniently be assigned and given to judges, justices and to such others who have jurisdiction of the law, as a sign, or token for them to bear in their arms This is to say . . . all judges are 'bounden' and tied in conscience to give equally to every man that which is his right." Other heraldry authorities have supported this concept, which led to its inception into the Navy.

Here in the United States, the Navy has had legal assistance officers on its rosters since the Civil War, but never as members of a distinct legal corps. Now it does, and its new Judge Advocate General Corps insignia handsomely reflects their profession.

PAY OFFICER

All About

THE BASIC DIRECTIVE on the administration of proficiency pay has been revised.

BuPers Inst 1430.12I incorporates all the changes in pro pay rules, lists ratings and NEC codes authorized to receive the extra money, and helps to clarify certain points that have caused confusion.

The directive points out, for example, that men who are assigned to commissioning details may continue receiving their pro pay if otherwise eligible. Those who are assigned temporary duty away from their pro pay billets may also receive awards if they continue to use the skills on which the pro pay is based.

The Instruction also defines conditions under which you may receive awards if not actually serving in a command-authorized pro pay billet. If you're attending a school which relates directly to your pro pay specialty, for example, or are in training for some assignment in that specialty, you may be allowed to continue the awards.

Also, in certain instances, pro pay may be awarded from the time your commanding officer certifies you are qualified, rather than at some later date after the Bureau of Naval Personnel has recorded your award.

As authorized by the Secretary of Defense, proficiency pay is administered on the basis of two award categories, Specialty Pay and Superior Performance Pay.

The two award categories generally serve the same purpose, but have different administrative guidelines.

In order to receive Specialty Pay (P-1 $50, P-2 $75, or P-3 $100), you must meet set eligibility requirements, in addition to assignment in one of the rating/NEC codes listed on page 47. You must:

- Be a career petty officer (E-4 through E-9) on active duty other than active duty for training. By definition, "career" means "has served, or is obligated to serve, seven or more years' active duty." Service in all branches of the armed forces, including Coast Guard, may be used in computing active service.
- Be recommended for pro pay by your commanding officer.
- Have completed at least 21 months of active service, which, if it includes any period of active duty for training, must be consecutive service. (Active service in any branch of the armed forces may be used to meet this requirement.)
- Have a minimum of six months' continuous active Navy service immediately before the award of pro pay. If you are discharged, you may reenlist within 90 days and still be considered eligible for pro pay under the continuous service requirements.

It is noted that retired personnel, Fleet Reservists and members of Reserve components may be eligible for Specialty Pay only while serving under an effective active duty agreement, and if otherwise eligible as specified above.

With regard to assignment within one of the authorized military specialties, BuPers Inst. 1430.12I is specific in its elaboration. The directive states that only those who are "considered qualified in an authorized military specialty and are assigned to and serving in an authorized military specialty billet reflected on the command's Manpower Authorization, and utilizing the skills of the military specialty," may be awarded pro pay. A billet is considered to be on the command's Manpower Authorization as of the date its establishment is approved by the Chief of Naval Operations.

You need not necessarily be in a billet for your pay grade, but you must be serving in a billet identified by the skill for which the award is authorized.

Note here that the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 series) shows a number of ratings compressed at the E-8/E-9 level. The compressed ratings are not listed in the *Manual of Navy Enlisted Classifications* (NavPers 15105 series) as NEC source ratings. However, men involved in rating compression do not lose their previously assigned NECs. For example, a senior chief (E-8) interior communications technician with the NEC code IC-4724 who advances to master chief (E-9) electrician's mate under rating compression, may, if otherwise qualified, retain his IC-4724 code and be eligible to draw pro pay.

The *Classifications Manual* also contains a code relationship index which defines principal, component and related NECs.

If you are in the process of converting to another rating under an authorized conversion program, you

Pro Pay

may be eligible for the award of pro pay if assigned an eligible pro pay NEC and assigned to an authorized corresponding billet.

However, if the rating to which you are converting is eligible for pro pay on a rating-wide basis, you may not draw the extra money until the change in rating is actually effected.

The requirement that you be assigned to and serving in a billet reflected on the Manpower Authorization may be waived while you:

- Attend a formal course of instruction directly related to your pro pay specialty while on duty, temporary duty, or temporary additional duty under instruction.
- Attend a formal course of instruction required to qualify you for special assignment in your specialty while on duty, temporary duty, or temporary additional duty under instruction.
- Serve on permanent change of station, temporary duty, or temporary additional duty while assigned to a precommissioning or recommissioning detail.

Commanding officers of service schools and training commands may authorize initial awards of pro pay to men attending courses or undergoing training which requires the skills on which the awards are based. However, all eligibility requirements must be met before the initial awards are made.

As specified in the new pro pay instruction, each award must be based on authorization for the recipient to be identified with the appropriate NEC or rating, or on certification of eligibility for the applicable NEC. Identification and certification of NEC eligibility must be accomplished in one of the following ways:

- The Chief of Naval Personnel, by endorsement on command recommendations, certifies NEC qualification. Upon receipt of a BuPers endorsement, credits of Specialty Pay may commence as of the date of command recommendation.
- An authorized training command makes a page 13 entry which certifies you have completed a course qualifying you for the pro pay NEC. (BuPers Inst 1220.24 series contains course listings.) You are recommended to BuPers for the NEC assignment. You then may be awarded pro pay effective the date you begin on-the-job service within the skill for which the award is authorized.
- The Chief of Naval Personnel records authorized NEC assignments in the enlisted master tape of the Naval Manpower Information System. The following accounting month, these NECs are reflected in the BuPers Report 1080-14 as primary or secondary assignments. If you had not established NEC award eligibility under one of the other methods, credits of specialty pay based on your NEC assignment (as reflected in your command's 1080-14) may begin on the first day of the accounting month provided, of course, you are otherwise eligible.

Exactly how long your Specialty Pay continues depends on how you perform in your specialty, and on your continuing eligibility. Specifically, pro pay is terminated on the date you:

- Fail to maintain eligibility or perform at a proper standard.
- Are reduced to a pay grade not eligible for pro pay.
- Commence confinement. (Note that loss of pro pay may not in itself be prescribed as a punishment.)
- Are detached for transfer to the ADCOP program, or to preparatory school as a candidate for the NESEP program, appointment to the Naval Academy, or some other program leading to a commission.
- Are assigned a billet or detailed to duties not requiring the skills on which your pro pay was based.

You may be in a transient or leave status of 90 days or less and not lose your pro pay. Also, if you receive some additional duty assignment which does not interfere with your principal duties, or receive temporary duty which requires the use of skills on which your pro pay is based, you may continue to receive awards. If your temporary duty does not require pro pay skills, the awards will be terminated after 90 days.

If you are assigned to duty under instruction, temporary or otherwise, and the course requires the use of your pro skills, you may continue receiving the awards. If your technical skills are not required, the pro pay is canceled after 90 days. However, if the school is required to qualify you for some special assignment in your pro pay specialty, the awards may continue.

Also, your pro pay may continue for up to 12 months while you are in a patient status.

If you are assigned to duty which results in reclassi-

fication of your pro pay rating or NEC, and the new rating or NEC is authorized Specialty Pay, you would continue receiving awards if otherwise eligible. During periods of retraining, the amount of your pro pay would be the same as you received in your old specialty, or the rate for the new specialty, whichever is lower.

Recertification for pro pay once awards have been terminated always depends on the circumstances. If you lose pro pay because of failure to maintain a desired level of performance, recertification for awards may not take place for at least six months. Pro pay lost because of disciplinary action may be restored at the discretion of the commanding officer.

BANK
PRO-PAY YEAH, YEAH YEAH $$

In all other cases of termination, recertification is governed by the original basic eligibility requirements.

If your designated specialty is disestablished, your pro pay is terminated as of the effective date of cancellation. In this case, the only way you can receive pro pay is to be reassigned to another specialty for which an award is authorized. You must, of course, be eligible as described previously.

In the event that, for various reasons, the Specialty Pay award level for your rating or specialty is lowered or eliminated, you will not be hit all at once by a large reduction in your paycheck. Your pro pay will be reduced or terminated gradually, in yearly $25 increments.

Let's say, for example, you are receiving Specialty Pay P-3 ($100), and your specialty's award level is reduced to P-1 ($50). Here's what would happen:

First of all, an effective date for the reduction would be established and promulgated. As of this date, you would begin receiving pro pay at the rate of $75 per month (a $25 reduction). You would be paid this amount for a year. Then, on the anniversary of the established effective date, you would begin receiving $50 a month pro pay. The award would then stay at this amount, since the new award level would have been reached. If the award had been terminated, of course, the level would continue to descend in yearly $25 increments until it reached zero.

Once an effective date of reduction of an award has been established, all awards after that date will be made at the new rate. Likewise, if a specialty's award has been terminated, no new awards will be made after the effective date.

Superior Performance awards of P-1 (SP $30) are, like the higher awards of Specialty Pay, generally intended to serve as career incentive pay for specific fields to assist in obtaining the best qualified personnel for that field.

At present, monthly awards of SP $30 are authorized for:

- Navy Recruit Company Commanders filling BuPers-controlled "I" billets at Recruit Training Commands in San Diego, Calif., Great Lakes, Ill., Bainbridge, Md., and Orlando, Fla., must be directly connected with instructing or supervising recruits.
- Navy Recruit Canvassers filling authorized billets in the Navy Recruiting Service.
- Survival, Evasion, Resistance and Escape (SERE) instructors. Instructors from any source rating who are qualified as SERE instructors, and who serve in designated NEC 9505 billets.

Eligibility requirements for SP $30 include recommendation by commanding officer and completion of at least 21 months of active service, which must be consecutive service if it includes any period of active duty for training. Active service in any branch of the armed forces may be computed.

Also, recipients of SP $30 must have served at least six months in their authorized billet. Time on-the-job may be computed from date of commencement of indoctrination training. You may not receive both Superior Performance Pay and Specialty Pay.

With this background in mind, here's a listing of ratings and NEC codes eligible for Specialty Pay, P-1 $50, P-2 $75, and P-3 $100, under the current Proficiency Pay directives.

Note that source ratings listed do not in themselves qualify you for pro pay, and that certain NECs have more than one eligible source rating. If you are in one of the eligible ratings, you may establish pro pay eligibility by serving in a billet identified by the corresponding authorized NEC.

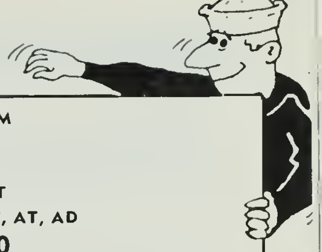
In certain instances, NECs are listed as three digits, followed by an "X", such as 031X, or are listed as two digits, followed by "XX", such as 16XX.

NEC CODE LIST

If you're assigned a rating series NEC beginning with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

Rating conversion codes ending with "99" are not authorized for Specialty Pay.



P-1 $50

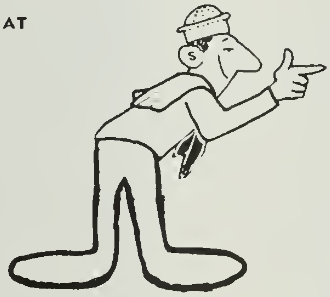
Rating Award	Skill
AV	Avionics Technician
AQ	Aviation Fire Control Technician
AT	Aviation Electronics Technician
FT	Fire Control Technician
GMT	Gunner's Mate Technician
MT	Missile Technician
ST	Sonar Technician

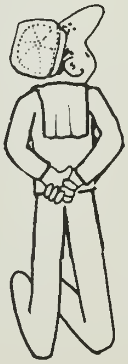
NEC Code	Eligible Ratings
RD-031X (less 0312)	RD
TM-0718	TM
RM-234X	RM, CT
IC-4722	IC, EM
IC-4724	IC

P-2 $75

Rating Award	Skill
AX	Aviation Antisubmarine Warfare Technician
AV	Avionics Technician (Former AX Personnel Only)
AW	Aviation Antisubmarine Warfare Operator
DS	Data Systems Technician
ET	Electronics Technician

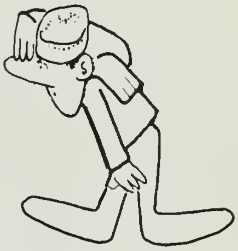
NEC Code	Eligible Ratings
RD-0318	RD
RD-0319	RD
RD-0333	RD, AT
RD-0335	RD
ST-0426	ST
ST-048X	ST
ST-049X	ST
TM-0721	TM
TM-0745	TM
GM-0873	GM
GM-0891	GM
GM-098X	GM
*GM-099X	GM
FT-111X (less 1114, 1117)	FT
FT-1126	FT
FT-1128	FT
FT-1135	FT
FT-114X	FT
(less 1146)	FT
FT-116X	FT
FT-117X	FT
FT-118X	
*FT-119X	FT
ET-154X	ET, RM, CT, AT
RM-2314	RM, CT
RM-2315	RM, CT
RM-2333	RM
RM-2392	RM
RM-2393	RM
CT-2401	CT
CT-2403	CT
CT-2405	CT
CT-2406	CT
DP-272X	DP
DP-277X	DP
334X	TM
3391	CE, EO, CM, SW, UT, HM
EN-4356	EN, MM
IC-4737	IC
AQ-794X	AQ
AQ-796X	AQ, AT
8394	EN, ET, AT, AD

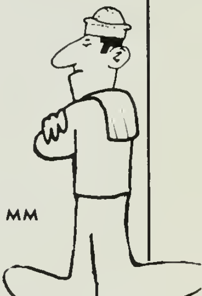




P-3 $100

NEC Code	Eligible Ratings
ST-0423	ST
ST-0424	ST
ST-0427	ST
***ST-043X/ST-047X	ST
**ST-0452/ST-0417	ST
**ST-0453/ST-0418	ST
**ST-0454/ST-0419	ST
ST-048X (Less 0487, 0489)	ST
*ST-049X (Less 0494, 0495)	ST
TM-0719	TM, MT
TM-0746	TM
TM-0747	TM
TM-0748	TM
TM-0749	TM
GM-0984	GM
FT-1119	FT
FT-1137	FT
FT-1139	FT
FT-1144	FT
FT-115X	FT
FT-1164	FT
FT-1172	FT
FT-1173	FT
FT-1175	FT
FT-1192	FT
FT-1193	FT
MT-1317	MT, ET, FT, IC
ET-1539	ET, RM, CT
ET-1541	ET, RM, AT
ET-1542	ET, RM, CT
ET-1545	ET, RM
ET-1548	ET, RM, CT
*DS-16XX	DS
DP-2721	DP
DP-2722	DP
DP-2725	DP
DP-2726	DP
DP-2727	DP
330X	FT
331X	MT
332X	ET
333X	ET
335X (less 3359)	EN, EM, ET, IC, MM
338X (less 3389)	BT, EM, EN, ET, IC, MM
AQ-7961	AQ, AT
AQ-7962	AQ, AT
AQ-7963	AQ, AT
AQ-7964	AQ, AT
AQ-7971	AQ, AT
AQ-7972	AQ, AT
AQ-7973	AQ, AT





* Applicable NEC codes.

** NECs ST-0417, ST-0418 and ST-0419 were disestablished effective 1 Jul 1968. Billets are being recoded. In the interim, NECs ST-0452, ST-0453 and ST-0454 personnel filling NEC ST-0417, ST-0418 and ST-0419 billets respectively, continue proficiency pay eligibility.

*** NECs ST-047X were disestablished effective 1 Jul 1968. Billets are being recoded. In the interim, NECs ST-043X personnel filling NEC ST-047X billets continue pro pay eligibility.

Subject: Precedence and Seniority

Changes to the system of figuring who's the senior among enlisted men in the same pay grade have been welcomed by most—and misunderstood by a few. Virtually no one dislikes the changes.

This, generally, has been the reaction to the new directive on enlisted precedence which reached the Fleet late last year in the form of change 17 to the *BuPers Manual* (article C-2103).

To review:

- No one Navyman is senior to another by virtue of rating (occupation field) alone.
- There no longer is a distinction between "military matters" and "non-military matters" for determining enlisted precedence and seniority.

The first point erased from the *Manual* the "precedence by rating" which few Navymen really understood.

Under the old system, a boatswain's mate automatically was senior for military matters to others in his pay grade who had ratings other than BM—because BM was at the top of the precedence list.

Any quartermaster (number two on the list) in a given pay grade was senior for military matters to all others in his pay grade except BM.

Working down the list, number three—signalman—was senior to all ratings except BM and QM, and so on.

One of the main problems with this was the difficulty in deciding what was a military matter and what was not, particularly when it was considered that an active duty Navyman is responsible to the military 24 hours a day. The old article on enlisted precedence attempted to simplify this by defining a military matter as one in which an individual may be required to exercise his authority over others. Non-military was defined to include matters which involve privileges or honorary functions in which no responsibility to exercise authority over others is involved.

In practice, it generally was agreed that any duties and responsibilities connected with the official functions of a command, such as calling muster and approving (or disapproving) special requests by juniors in a division, were military matters, while off-duty, unofficial and social functions were considered non-military. Here, many chief petty officers particularly found it hard to rationalize their being junior on the job—but senior in the CPO club, or vice versa.

Another complaint about the old system was that with the exception of those in ratings at the top of the precedence list, few Navymen really knew where they stood. A chief opticalman, for example, might have been inclined to yield military seniority to a chief steelworker—not knowing that OM was 28 ratings higher than SW on the precedence list.

However, to most Navymen, the real problem with precedence-by-rating was its disregard for time in grade, which almost everyone believes is the best gauge of seniority.

One chief frankly admitted that precedence-by-rating was behind many hard feelings in the Fleet. "I, for one, resented the old system," the chief said, "and couldn't have been happier to see it go.

"And you can bet I speak for plenty of others in my division."

He continued:

"I'd been a CPO for six years, and the military senior in my division for two years. Then all of a sudden my first class makes chief and right away he's senior to me for military matters, whatever that means, because his rating was higher than mine on the precedence list."

Relax, chief, and take back your muster sheet. Here's how enlisted precedence now is figured:

- Order of rank is the first consideration. This means you take precedence for seniority over all those in pay grades (rates) below your own.
- If there is a pay grade "tie," a BM1 and a GM1, for example, the one with the longest period of continuous service in pay grade E-6 takes precedence and is considered senior.
- If a "tie" extends to time in grade (each made grade at the same time), the one who had the longest continuous service in the next lower grade takes precedence, and so on through lower grades if necessary.

"Continuous service" is service in the present enlistment plus earlier enlistments, if any, with no lapse above 90 days between discharge and reenlistment. The service may be active or inactive in any branch of the Armed Forces.

If you reenlist after noncontinuous service (lapse of more than 90 days), your in-grade precedence commences with the date of reenlistment.

Here are some related points:

- The Master Chief Petty Officer of the Navy takes precedence over all other Navy enlisted men and women.
- No enlisted man or woman is entitled to authority or privilege solely by reason of precedence. However, in an emergency, a prisoner-of-war situation, or a situation which requires action in the Navy's interest, when no commissioned officer is present who is able to assume command, the enlisted man (or woman) who has the highest precedence should exercise authority over other enlisted persons.
- The date of advancement in an authorized Navy-wide exam increment is the date to use when figuring time in grade for precedence. This holds true even though an earlier date is used to determine "time in grade" for later advancement.

Full details on enlisted precedence are contained in article C-2103, *BuPers Manual.*

Official Roles of Senior and Master CPOs Outlined by Chief of Naval Personnel

The official roles of the master chief and senior chief petty officers, and their respective functions, have been spelled out by the Chief of Naval Personnel.

- The master chief petty officer is the senior enlisted technical administrator within his rating. Master chief is the senior enlisted grade in terms of military, technical, supervisory and administrative responsibility.

His primary job is to use his extensive training, knowledge and experience to provide supervision and administration of the men in his rating,

He is expected to insure maximum efficiency of the work force and equipment assigned to his immediate organization, and thus will see to it that his unit's function is accomplished effectively.

He is responsible for organizing, directing, and coordinating the training program for which his immediate organization is responsible.

At activities where it is required, the master chief is expected to supplement the officer corps in the over-all supervision and administration of enlisted men and equipment assigned. This applies whether or not the function of the activity is specifically related to his rating.

He also can be expected to function effectively outside his specialty as a senior enlisted advisor for his command, in areas of leadership, administration and supervision of enlisted personnel.

- The senior chief petty officer is an enlisted technical or specialty supervisor. He functions as a technical expert within his rating. He uses his broad training, knowledge and experience to direct and supervise enlisted personnel doing the work of his rating.

He plans and administers on-the-job and other training programs for subordinates serving in his specialty.

Occasionally, he functions outside his rating as a senior enlisted advisor in matters concerning leadership, administration and supervision of enlisted personnel. However, his supervisory and leadership ability lies mainly in his broad technical expertise related to his rating.

In terms of enlisted military seniority, he is second only to the master chief petty officer.

The formal definitions have been promulgated by BuPers Notice 5400 of 12 Feb 1969, and will be incorporated in the *Manual of Qualifications for Advancement in Rating*, NavPers 18068B.

Lights in the Ocean

Bow waves flashing with blue-green lights have been seen by most Navymen. Sometimes, too, the water seems paved with luminescent bars or the ship appears to be centered in an illuminated, rotating pinwheel.

Sailors once thought the lights were caused by phosphorous on the waves but, for about two centuries, many Navymen have known the glow was biologically produced.

Countless tiny plants and animals exist near the surface of the oceans. When some are stimulated. they flash light much like a firefly does on land. The rhythm of the flashes usually depends on the stimulation.

A ship passing through the water, for example, sometimes produces a revolving pinwheel illusion, or water movement concentrates the light in horizontal stripes.

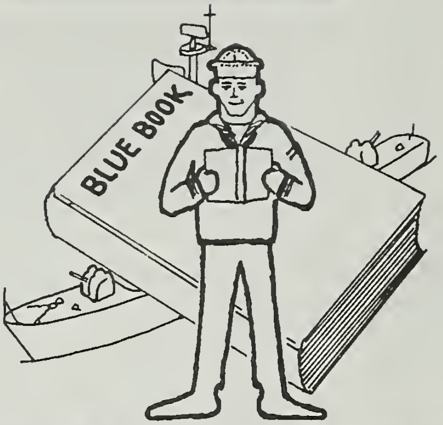
The plants and animals producing the glow or luminescence are good examples of marine variety. Some of the organisms are miscroscopic and some, like the group with the family name of Dinoflagellata, live on the borderline which separates the plant and animal kingdoms.

These latter organisms are found in almost infinite numbers near the surface of the water and are, therefore, among the better known forms of luminescent life seen from ships.

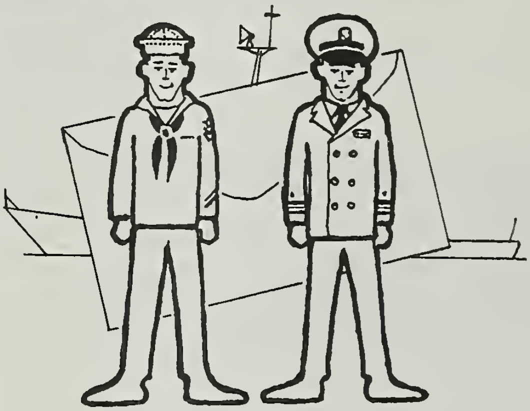
Human reaction to marine luminescence varies. Honeymooners in a cruise ship undoubtedly consider it very romantic.

On the other hand, Navymen attempting a covert amphibious landing find it dangerous.

To prevent bioluminescence from revealing the nighttime presence of ships, oceanographers are attempting to establish recurrence patterns so the probability of luminous wakes and waves can be predicted when naval operations take place.



Continuing Your Education By Letter



WHEN AN ACTIVE DUTY NAVYMAN enrolls in a correspondence course (and anyone on active duty can do so through his local command), he receives one of the Navy's blue books (unless he is in an aviation rating, in which case the book is green).

He also receives an assignment booklet which gives him instructions and other information to help him study his book. The questions he is asked are usually multiple choice and cover an assignment in the text. He is given an answer sheet on which he marks what he believes to be the correct answer.

Although the answer sheet looks very much like a test, it really isn't. It is a study aid and you may complete it with your book open.

Before you mail or turn in your assignment make certain you did your best, because your answer sheet will be individually scored. When it is returned, any questions you missed will be checked, and a reference will be given to help you correct your error. Your grade on the assignment will also be given.

Usually, correspondence courses for enlisted Navymen on active duty, whether Regular or Reserve, are given and graded locally. When this is the case, you should submit your application on *Enlisted Correspondence Course Application,* (NavPers 1510/3) and forward it to the Correspondence Course Center via your commanding officer.

If you are an officer, or an enlisted man in a command where the courses can't be administered locally, send your application on NavPers Form 1550/4. In this instance, your CO will forward the application to the Correspondence Course Center with the request that the Center administer and grade the course. If in doubt, your division or educational services officer can tell you which form to use.

Retirement points for these courses are credited to inactive duty Reservists, but they do not apply to active duty naval personnel.

One further point: When applying for courses, please refer to the course number, not the text number.

Joint officer and enlisted courses, which are indicated on the list by the symbol # should be requested on NavPers Form 1550/4 (formerly NavPers 992).

In accordance with a SecNav regulation dated 27 Dec 1965, Naval Reserve officers on inactive duty are no longer required to receive promotion points credit for satisfactory completion of officer correspondence courses that are appropriate to officers of each grade and designator. Satisfactory completion of officer correspondence courses will be credited to retirement points only.

As stated before, Naval Reservists on inactive duty, whether officer or enlisted, may earn retirement points toward nondisability retirement by the satisfactory completion of correspondence courses. Enlisted personnel will receive credit for all BuPers courses. Naval Reserve officers and warrant officers will receive credit only for courses appropriate to their designator.

Here is the list of enlisted and officer correspondence courses available as this issue went to press:

Here is the meaning of the symbols preceding some courses:

#—Officer-enlisted course.
**—Confidential course.*
** #—Confidential officer-enlisted course.*
***—This course in a backlog status.*

Enlisted Correspondence Courses

General Courses

Course Title	Course Navpers Number	Text Navpers Number	Number of Assignments
Advanced Mathematics, Vol 1	91221-F	10071 or 10071-A	6
Basic Electricity, Part I	91224-E	10086-A	6
Basic Electricity, Part II	91226	10086-A	5
Basic Hand Tools	91228-1E	10085-A	5
Basic Machines	91230-F	10624-A	4
Blueprint Reading & Sketching	91223-2	10077-B	3
#Disaster Control	10440	10899-A	11
Enlisted Transfer Manual	91423-1	15909-B	5
#Fluid Power	10439	16193-A	6
#Introduction to Naval Electricity	10444	10084	5
Introduction to Sonar	91258-B	10130-A	4
#Mathematics, Part I	10448	10069-C	11
#Mathematics, Part III	10450	10073	14
#Naval Electronics, Part IA	10445-A	10087-B	12
#Naval Electronics, Part IB	10437	10087-B	7
* #Naval Electronics, Part II	10446	10787	10
* #Naval Electronics, Part III	10447	10480	7
#Principles of Navy Diving	10429	NavShips 250-538	12
Standard First Aid Training Course	91217-H	10081-B	5
U. S. Navy Shore Patrol	91468-1F	10059-B	3

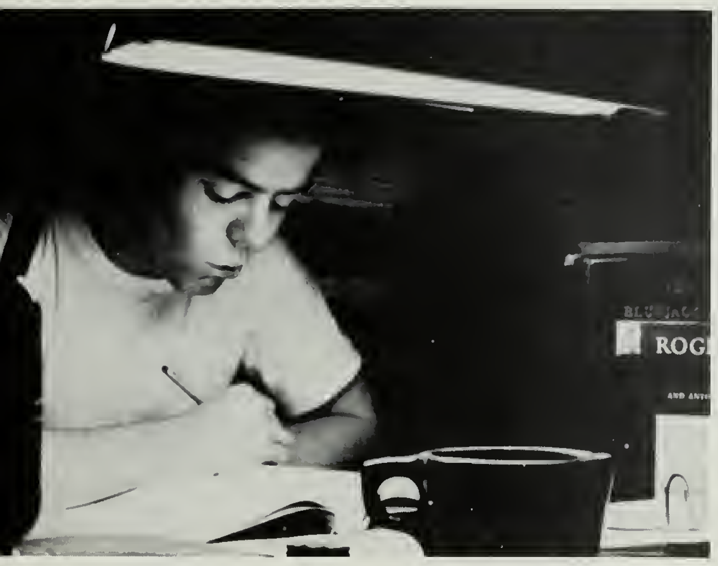
Basic Courses

Course Title	Course Navpers Number	Text Navpers Number	Number of Assignments
Airman	91600-C	10307-B	11
Basic Military Requirements	91202-1C	10054-B	5
Constructionman	91562-2	10630-D	13
Fireman	91500-2C	10520-C	5
Military Requirements for Petty Officers 3 & 2	91206-F	10056-B	6
Military Requirements for Petty Officers 1 & C	91207-E	10057-B	5
Seaman	91240-1F	10120-E	10
Stewardsman	91691-1G	10693-C	3

Rating Courses

Course Title	Course Navpers Number	Text Navpers Number	Number of Assignments
Aerographer's Mate 3 & 2	91664-2A	10363-C	13
Aerographer's Mate 1 & C	91603-1	10362	16
Air Controlman 3 & 2	91676-1B	10367-C	12
Air Controlman 1 & C	91677-B	10368-B	5
Aircrew Survival Equipmentman 3 & 2	91639-1C	10358-C	9
*Aviation ASW Technician 3 & 2	91577-B	10353-A	14
*Aviation ASW Technician 1 & C	91697	10354	11
Aviation Boatswain's Mate E 3 & 2	91678-A	10302-A	9
Aviation Boatswain's Mate E 1 & C	91672-A	10305-A	7
Aviation Boatswain's Mate F 3 & 2	91679-C	10301-B	8
Aviation Boatswain's Mate F 1 & C	91680-A	10304-A	8
Aviation Boatswain's Mate H 3 & 2	91636-1C	10300-A	5
Aviation Boatswain's Mate H 1 & C	91638-1A	10303-A	5
Aviation Electrician's Mate 3 & 2	91610-1E	10348-B	14
Aviation Electrician's Mate 1 & C	91611-2B	10349-B	13
*Aviation Electronics Technician 3 & 2	91613-2	10317-C	21
*Aviation Electronics Technician 1 & C	91615-D	10318-B	13
Aviation Fire Control Technician 3 & 2	91634-3	10387	20
*Aviation Fire Control Technician 1 & C	91635-2	10390-A	14
Aviation Machinist's Mate J 3 & 2	91582	10341 & 10341/43 (Supp)	8
Aviation Machinist's Mate J 1 & C	91587-B	10343-A & 10341/43 (Supp)	7
Aviation Machinist's Mate R 3 & 2	91368-A	10342 & 10342 (Supp)	9
Aviation Machinist's Mate R 1 & C	91608-2	10344-A	6

Course Title	Course Navpers Number	Text Navpers Number	Number of Assignments
Aviation Maintenance Administrationman 3 & 2	91498-8	10391-A	7
Aviation Maintenance Administrationman 1 & C	91499	10392	7
Aviation Ordnanceman 3 & 2	91665-2	10345-8	17
Aviation Ordnanceman 1 & C	91662-18	10347-A	7
Aviation Storekeeper 3 & 2	91674-C	10398-C	9
Aviation Storekeeper 1 & C	91675-1B	10399-8	8
Aviation Structural Mechanic E 3 & 2	91622-1A	10309-A	10
Aviation Structural Mechanic E 1 & C	91366-A	10312-A	9
Aviation Structural Mechanic H 3 & 2	91365-1	10310-A	10
Aviation Structural Mechanic H 1 & C	91367-A	10313-A	8
Aviation Structural Mechanic 5 3 & 2	91364-A	10308-A	10
Aviation Structural Mechanic 5 3 & 2	91364-8 (Supp)	10085-A & 10086-A & 16193-A	6
Aviation Structural Mechanic 5 1 & C	91650-1B	10311-A	10
Aviation Support Equipment Technician E 3 & 2	91410	10314	12
Boatswain's Mate 3 & 2	91243-28	10121-D & 10121/22 (Supp)	8
Boatswain's Mate 1 & C	91245-2B	10122-C & 10121/22 (Supp)	4
Boilermaker 1 & C	91515-1	10537-A	8
Boilerman 3 & 2	91512-3	10535-D	6
Boilerman 1 & C	91514-3A	10536-C	7
Builder 3 & 2	91584-2A	10648-E	8
Builder 1 & C	91586-2A	10649-D	5
Commissaryman 3 & 2	91441-1D	10279-D	6
Commissaryman 1 & C	91443-2D	10280-E	6
Communications Technician A 3 & 2	91558-8	10233-A	5
Communications Technician A 1 & C	91560-A	10237-A	4
Communications Technician M 3 & 2	91557-C	10232-A	8
*Communications Technician M 1 & C	91561-A	10236	7
Communications Technician O 3 & 2	91547-8	10235-A	7
*Communications Technician TR & I 3 & 2	91567-1	10231	9
Communications Yeoman 3	91407	10245	10
Construction Electrician 3 & 2	91569-2C	10636-F	7
Construction Electrician 1 & C	91571-1E	10637-C	8
Construction Mechanic 3 & 2	91579-1C	10644-E	8
Construction Mechanic 1 & C	91581-28	10645-C	6
Damage Controlman 3 & 2	91544-2C	10571-E	6
Damage Controlman 1 & C	91546-1E	10572-D	5
Data Processing Technician 1 & C	91275-A	10265-A	2
*Data Systems Technician 1 & C	91234	10202	8
Dental Technician General 3 & 2	91681-18	10686-C	9
Dental Technician General 1 & C	91682-1B	10686-C	5
Dental Technician Prosthetic 3 & 2	91686-1C	10685-C	5
Dental Technician Prosthetic 1 & C	91687-1D	10685-C	5
Dental Technician Repair	91689-1C	10687-8	5
Disbursing Clerk 3 & 2	91436-38	10274-E	7
Disbursing Clerk 1 & C	91438-3A	10275-D	4
Electrician's Mate 3 & 2	91524-1D	10546-B	12
Electrician's Mate 1 & C	91526-1B	10547-A	3
Electronics Technician 3 & 2	91375-3	10195	13
*Electronics Technician 1 & C	91376-D	10192-8	10
Engineering Aid 3 & 2	91564-3	10634-A	14
Engineering Aid 1 & C	91566-2A	10635	4
Engineman 3 & 2	91519-2A	10541-A	12
Engineman 1 & C	91521-H	10543-C	11
Equipment Operator 3 & 2	91574-2D	10640-E	5
Equipment Operator 1 & C	91576-2D	10641-E	6
Fire Control Technician 3	91339-1A	10173-B	9
Fire Control Technician 1 & C	91346-1	10175	9
Gunner's Mate G 3 & 2	91355-2A	10185	6
Gunner's Mate 1 & C	91357-1A	10186-8	10
*Gunner's Mate M 3 & 2	91379-A	10199-A	10
*Gunner's Mate M 1 & C	91380	10200	8
**Gunner's Mate Technician 3 & 2	91377-8	10125-8	8
**Gunner's Mate Technician 1 & C	91378-A	10126-A	5
Hospital Corpsman 3 & 2	91669-3	10669-A	7
Hospital Corpsman 1 & C	91671-2	10670-A	6
Hospitalman	91667-1D	10664-8	5
Illustrator Draftsman 3 & 2	91488-1	10469	7
Illustrator Draftsman 1 & C	91489-1	10470	2
Instrumentman 3 & 2	91383-C	10193-B	3
Instrumentman 1 & C	91385-1	10194-B	7
Interior Communications Electrician 3 & 2	91529-1	10558	8
Interior Communications Electrician 1 & C	91531-1	10557-8	5
Journalist 3 & 2	91452-18	10294-A	5
Journalist 1 & C	91453	10295	3
Lithographer 3 & 2	91471-1	10452-A	7
Lithographer 1 & C	91475-1E	10454-A	6
Machine Accountant 3 & 2	91274-1	10264-A	7
Machinery Repairman 3 & 2	91507-2A	10530-C & 10530/31 (Supp)	8



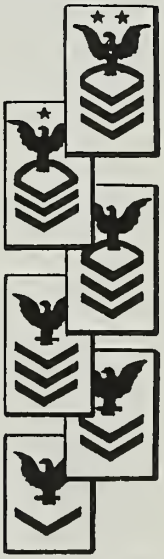
Course Title	Course Navpers Number	Text Navpers Number	Number of Assignments
Machinery Repairman 1 & C	91509-2A	10531-8 & 10530/31 (Supp)	3
Machinist's Mate 3 & 2	91502-2B	10524-C	17
Machinist's Mate 1 & C	91504-F	10525-C	15
*Mineman 3 & 2	91355-2B	10166 & 10166/67 (Supp)	6
*Mineman 1 & C	91337-2A	10167 & 10166/67 (Supp)	7
*Missile Technician 3 & 2	91360-2	10153-8	8
*Missile Technician 1 & C	91361	10154	9
Molder 3 & 2	91554-1C	10584-B	6
Molder 1 & C	91556-1A	10585-A	8
Opticalman 3 & 2	91386	10205	10
Opticalman 1 & C	91389-1	10206	5
Parachute Rigger 1 & C	91606-1C	10360-B & 10358/60 (Supp)	6
Patternmaker 3 & 2	91549-1A	10578-B	6
Patternmaker 1 & C	91551-A	10579-A	6
Personnelman 3 & 2	91420-1D	10254-A	6
Personnelman 1 & C	91422-2A	10258-D	5
Personnelman 1 & C	91422-2 (Supp)	OpNavInst 1000.16 & BuPers Manual	2
Photographer's Mate 3 & 2	91493-1	10355	20
Photographer's Mate 1 & C	91649-B	10375-A	13
*Photo Intelligenceman 3 & 2	91592-B	10369-A	13
*Photo Intelligenceman 1 & C	91683-1	10370-A	12
Postal Clerk 3 & 2	91401-3C	10215-A	6
Postal Clerk 1 & C	91460-1	10216	4
Quartermaster 3 & 2	91286-2B	10149-C	6
Quartermaster 1 & C	91253-C	10151-8	5
*Radarman 3 & 2	91269-1A	10144-A	11
*Radarman 1 & C	91268-C	10147-C	7
Radioman 3 & 2	91403-2	10228-E	16
Radioman 1 & C	91405-3B	10229-D	9
Shipfitter 3 & 2	91535-1D	10595-A & 10595/96 (Supp)	7
Shipfitter 1 & C	91542-B	10596-A & 10595/96 (Supp)	5
Ship's Serviceman 3 & 2	91447-1C	10286-E	4
Ship's Serviceman 1 & C	91450-C	10287-D	5
Ship's Serviceman Barber Handbook	91465-1B	10292	2
Ship's Serviceman Cobbler Handbook	91464-D	10292	3
Ship's Serviceman Laundry Handbook	91466-E	10292	5
Ship's Serviceman Tailor Handbook	91463-1E	10292	3
Signalman 3 & 2	91291-E	10135-B	5
Signalman 1 & C	91292-1	10136-B	8
*Sonarman G 3 & 2	91261-1B	10131-A	7
*Sonarman Technician S 3 & 2	91259-4	10132-A	6
*Sonar Technician 1 & C	91265-8	10140-C	5
Steelworker 3 & 2	91589-1D	10653-D	7
Steelworker 1 & C	91591-1C	10654-C	6
Steward 3 & 2	91693-2E	10694-C & 10694/95 (Supp)	5
Steward 1 & C	91696-F	10695-C & 10694/95 (Supp)	3
Storekeeper 3 & 2	91431-3E	10269-E	6
Storekeeper 1 & C	91433-2C	10270-D	4
*Torpedoman's Mate 3 & 2	91297-D	10163-A	7
*Torpedoman's Mate 1 & C	91299-1	10164	4
Tradevman 3 & 2	91698-1A	10376-B	14
Tradevman 1 & C	91699-B	10378-B	9
Utilitiesman 3 & 2	91594-2B	10656-E	18
Utilitiesman 1 & C	91596-2A	10657-C	6
Yeoman 3 & 2	91414-3E	10240-E	6
Yeoman 1 & C	91416-3B	10241-D	5

Officer Correspondence Courses

Course Title	NavPers Number	Number of Assignments
Air Navigation, Part I	10959-A1	6
Air Navigation, Part II	10960-A1	6
Airplane Power Plants	10961-A4	10
Amphibious Operations	10512	4
*Antisubmarine Officer	10405-A	9
Appropriation and Cost Accounting	10984-A1	8
*ASW Operations	10406-B	5
*Avionics Systems	10757-A	12
Claims	10727-A	4
*Combat Information Center Officer, The	10952-A3	17
*Communication Officer, The	10403-A	14
Contract Administration and Contractor Labor Relations	10742-A	3
Diesel Engines	10938-6	11
#Disaster Control	10440-1	11
**Disbursing, Part I	10976-B	6
Disbursing, Part II	10424-A	7
Economics of Defense	10425-2	6
Education and Training	10965-B	11
Electronics Administration and Supply	10926-B1	6

Course Title	Navpers Number	Number of Assignments
**Elements of Naval Machinery	10934-4	15
Engineering Administration	10992-A1	8
Engineering Duty Officer (General)	10939-B1	7
Engineering, Operation and Maintenance	10935-B	12
Financial Management in the Navy	10732-A (Int)	5
#Fluid Power	10439	6
*Fundamentals of Naval Intelligence	10728-A	14
General Oceanography	10417-2	4
History of the Chaplain Corps, Part I	10906-3	8
History of the Chaplain Corps, Part II	10907	6
History of the Chaplain Corps, Part III	10423	10
Industrial Management	10947-A	11
Industrial Relations	10733-4	11
International Law	10717-B1	15
#Introduction to Naval Electronics	10444	5
Introduction to Space Technology	10404-A	9
Investigations	10726-4	4
Jet Aircraft Engines	10985-C	7
Leadership	10903-A1	8
Maneuvering Board, The	10933-3	6
**Marine Navigation, Course I	10921-4	6
Marine Navigation, Course II	10945-3	9
#Mathematics, Part I	10448	11
#Mathematics, Part III	10450	14
Meteorology	10954-B1	7
**Military Justice in the Navy	10993-5	16
Military Sea Transportation Service	10972-B1	7
*Mine Warfare	10428	8
Naval Arctic Operations	10946-A	6
Naval Communications	10416-A1	12
Naval Control of Shipping	10413-2	4
#Naval Electronics, Part IA	10445-A	12
#Naval Electronics, Part IB	10437	7
*#Naval Electronics, Part II	10446-1	10
*#Naval Electronics, Part III	10447	7
Naval Operations	10515	5
Naval Orientation	10900-A	16
Naval Reserve Chaplain	10517	3
**Navy Admiralty Law Practice	10725-1	2
Navy Chaplain, The	10905-A1	9
Navy Contract Law	10988-A2	8
*Navy Missile System	10409-A	9
Navy Petroleum Supply	10904-A	8
Navy Public Affairs	10720-A	8
Navy Public Works Management	10741-A2	9
Navy Regulations	10740-A4	11
**Navy Supply System, The	10978-A5	3
**Navy Travel	10977-7	4
Nuclear Physics	10901-B1	8
*Oceanography in Antisubmarine Warfare	10418	5
Office of the Judge Advocate General	10723-1	2
*Operations Officer, The	10414-1	7
*Operational Communications	10760-B	7
*Operational Tactics	10761-5	10
Organizational Planning for Naval Commands	10427	7
Personnel Administration	10968-B1	12
Practical Damage Control	10936-5	7
**Practical Problems in Marine Navigation	10737-3	4
Principles of Guided Missiles	10924-B	10
Principles of Naval Ordnance and Gunnery	10922-B	8
Principles of Naval Engineering, Part I	10507	11
**#Principles of Navy Diving	10429	12
Quality/Reliability for Shipyard Application	10426	11
Radiological Defense	10771-B	12
Refresher Course for Meteorologists	10953-A	12
*Registered Publications Custodian	10415-1	2
Seamanship	10923-A5	8
Security of Classified Information	10975-B1	6
Shipboard Electrical Systems	10991-A1	8
Shipboard Electronic Equipment	10762-B	5
Shiphandling	10738-A	11
**Supply Afloat	10980-B5	10
**Supply Ashore	10983-A7	14
Supply Duties for General Line Officers	10412-2	5
Theoretical Damage Control	10937	6
**Uniform Code of Military Justice	10971-3	2
Watch Officer, The	10719-4	4
Water Supply and Sanitation	10750-A	14
Weapons Officer	10722-A	5

New Board Studies Rating Structure



The Chief of Naval Personnel has established a 12-man board for the specific purpose of reviewing and making recommendations concerning changes to the enlisted rating structure.

Officially designated as the Permanent Board for Review of the Enlisted Rating Structure, one of its primary functions will be the review of recommendations to establish new ratings and approve modifications to existing ratings and to warrant officer and limited duty officer categories.

Maintaining the stability of the enlisted rating structure is always a major concern of the Chief of Naval Personnel. Therefore, recommended changes to ratings will be carefully studied to determine whether the problems which led to the proposals can be solved administratively instead of revising the rating structure.

Over-all, the Board will be working toward maintaining a single, integrated rating structure that will provide fair and equitable career patterns for all ratings.

Combat Action Ribbon

A Combat Action Ribbon was recently authorized by the Secretary of the Navy in recognition of Navymen who actively participated in ground and surface combat.

Both Regular and Reserve enlisted men are eligible as are officers in or below the grade of captain.

Those who meet this basic requirement must have been under enemy fire while actively participating in ground or surface combat. They must also have satisfactorily performed their duty while they were assigned to a unit engaged in combat or assigned to a unit for a specific combat operation.

The Combat Action Ribbon will not be awarded for aerial conflict inasmuch as the Strike/Flight Medal recognizes exposure to aerial fighting.

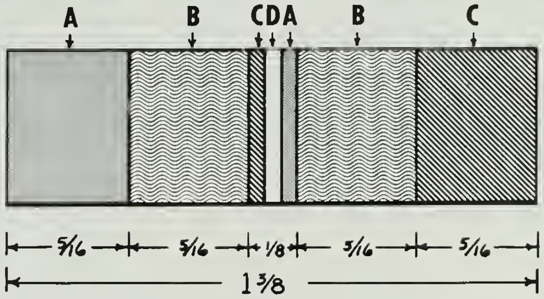
Navymen in the following categories are specifically eligible for the Combat Action Ribbon:

- Those in riverine and coastal units and those taking part in assaults, patrols, sweeps, ambushes, convoys and other such activities who have participated in fire fights.
- Navymen taking part in UDT, reconnaissance, SEAL team and other special or clandestine operations when the risk of enemy fire is great and expected.
- Those assigned to areas subjected to sustained mortar and artillery attacks and who actively participated in retaliatory or offensive actions such as in Khe Sanh during the 1968 Tet offensive.
- Navymen aboard a ship are eligible when the safety of the ship and crew are endangered by enemy attack, including such situations as being under fire from a shore battery or hitting an enemy mine.

Those who took part in qualifying combat between 1 Mar 1961 and the present time can establish their eligibility by sending a certification to the Chief of Naval Personnel in which they give a brief description of the action; the name, rank and service of the officer in command; period in which service was performed; and the ship or unit to which assigned.

A format for the certification is included in SecNav Notice 1650 of 17 Feb 1969.

The Combat Action Ribbon takes precedence after the Purple Heart and both ribbons may be worn.



A BLUE
B GOLD
C RED
D WHITE

The three narrow vertical stripes in the center are equal in width and add up to a combined total of 1/8 inch.

The Combat Action Ribbon won't be available through Navy supply channels for several months. If, in the meantime, you buy it from the local ribbon maker, be sure he uses these cable numbers for the appropriate colors. The Blue cable number is 70088; Gold cable number is 65001; Red cable number is 70081; White cable number is 65005.

One award of the Combat Action Ribbon is authorized to an individual for each separate war or conflict in which the prescribed requirements have been met. Subsequent awards will be indicated by the use of stars on the ribbon as in the case of individual awards.

The Combat Action Ribbon is one and three-eighths inches long with two sections on the left and two on the right separated by a red, white and blue stripe one-eighth of an inch wide.

Each section in the ribbon is five-sixteenths of an inch long. Those on the left side of the tricolored stripe are blue and gold and those on the right of the stripe are gold and red which represent the Navy and Marine Corps colors, respectively.

The Combat Action Ribbon may be ready for distribution in late summer. Delegated award authorities have been urged to maintain the intended prestige of the decoration by awarding it only for active participation in a bona fide combat action.

Sounds Like a Good Idea

Since the Beneficial Suggestion Program was expanded to include the uniformed Navy, thousands of dollars have been saved through applied ideas submitted by Navymen.

In San Diego, for example, a $16,000-a-year savings is expected to be realized at the Naval Air Rework Facility on North Island from an idea submitted by E. J. Vinson, Aviation Structural Mechanic (Safety Equipment) 1st Class. Vinson devised a method for performing preflight, built-in tests on the internal hydraulic and electrical power systems of F-4 aircraft.

Meanwhile, at the Naval Weapons Station in Charleston, S. C., Gunner's Mate 1st Class William F. Banks invented a new extraction tool for removing the exhaust nozzle from *Terrier* missiles. His idea is expected to net the weapons station nearly $8000 annually. Larger savings for the Navy are expected when other weapons stations begin using the new extraction tool.

Both men, in addition to receiving hearty thanks from their commanding officers, were given special recognition by the Navy in the form of financial awards. Vinson received $300; Banks, $400.

Letters to the Editor

Expeditionary Medal Eligibility

Sir: I served in two ships during periods in which each became eligible for the Navy Expeditionary Medal.

Since my service in the first ship during 1961 entitled me to wear the Navy Expeditionary Medal, am I authorized to wear a bronze star on the ribbon for my service in the second ship in 1962? Both ships were my permanent duty station, not TAD. —F. S., RD2, USNR.

• *If the two ships in which you served had earned the Navy Expeditionary Medal for service in* DIFFERENT *areas during your service in them, you would be entitled to a star on your ribbon.*

As matters stand, however, your service in both ships occurred while the vessels were in Cuban waters, hence you are eligible to wear only one award.—Ed.

Accelerated Promotion

Sir: I was considered for promotion to lieutenant commander last year through the accelerated promotion program, but was passed over.

Does this pass over count against me the same as it would if I had been passed over during selection in a normal promotion zone?—T. N. T., LT, USN.

• *Nonselection by a board considering accelerated promotions is not a pass over, nor does selection by such a board establish your eligibility for promotion in the future.*

In other words, if you are selected for promotion by a selection board convened for accelerated promotion purposes, you must still be considered by a regular board under promotion laws as spelled out by the Officer Personnel Act if you are to become eligible for promotion to commander.

The accelerated promotion program in which you participated is governed by promotion laws stipulated in 10 U. S. Code, Section 5787.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Personal Shipment

Sir: I am a single enlisted man in pay grade E-5 who will soon complete four years of active duty. At the present time, I don't know whether I will be at sea or ashore when my service agreement expires but, wherever it is, I will have about 500 pounds of personal goods to send home counting my seabag, a trunk and a tape recorder.

I have received conflicting statements concerning the weight of the shipment to which I am entitled. Perhaps you can tell me where I can have the things shipped, how many pounds I am entitled to and whether or not the shipment will be insured by the Navy.

I enlisted in Columbus, Ohio, but I plan to have my personal shipment sent to my parents' home in Michigan which I listed as my home of record.—J. L. R., AMH2, USN.

• *No matter where you are discharged, the government will ship up to 7000 pounds of your personal property anywhere you want it sent. It will, however, pay no more than the cost of shipping your personal property to your home of record. You must agree to pay all expenses in excess of that amount.*

In addition to paying shipping expenses, the government makes itself liable for each shipment up to $10,000.

To obtain help in arranging shipment of your personal property, we suggest you contact your nearest Personal Property Transportation Office.—Ed.

Going On Twelve

Sir: Well, here I am going on 12. I have a month more to go. My birthday is April 25. Thank you for the pictures you sent when I wrote you before, especially the USS *Long Beach.*

I'm going to join the Navy when I'm 18 years old.—Donald Johnson, Canton, Ohio.

• *Happy Birthday, Donald. We can tell you're not only a smart young man but also a forward-looking young man. We have enjoyed hearing from you in the past and will be looking forward to welcoming you when you join the sea service in the not too distant future.*—Ed.

Retainer Pay

Sir: I plan to transfer to the Fleet Reserve after 21 years' service and have a question on retainer pay. Will my pay be recomputed at the 22- and 26-year levels of longevity while I'm in the Fleet Reserve?—H. C. M. ENC, USN.

• *No. Your pay will be based on the number of creditable years service you complete up to the time of your transfer. Only if you are recalled to active duty may your retainer pay reflect any additional credit. In the simplest of terms, no service credit accrues for inactive time spent in the Fleet Reserve.*—Ed.

Taxes and the VRB

Sir: A recent letter to the editor of All Hands Magazine referred to payment of income taxes on the variable reenlistment bonus. You stated that the bonus is taxable if the reenlistment for which the VRB is paid occurs outside a combat zone. This is true but there is an exception.

You could have continued the discussion by telling what happens if a man reenlists outside a combat zone (thereby becoming eligible for the

VRB) and later that same month serves in a combat zone.

In such an instance, the VRB would not be subject to income tax.—M. W. W., Lieutenant, USNR.

• *Your additional information is correct. Disbursing offices do not withhold income tax from any installments of the VRB if the Navyman who receives the bonus serves in a combat zone during any part of a month in which he reenlists. In fact, when the bonus is paid under such circumstances, it needn't even be reported as income on the tax return.*

The same provisions would apply if the Navyman were hospitalized because of wounds, disease or injury incurred while serving in a combat zone.

It would make no difference in either case when or where payments on the variable reenlistment bonus were made.

The official word concerning income taxes and the VRB can be found in Change Two to BuPers Inst. 1133.18A (paragraph 15b).—ED.

Naval Unit Commendation

SIR: When large medals are worn with an award such as the Naval Unit Commendation which has no large medal, when or how is the NUC award worn?—M. L. R., GMT1, USN.

• *Whenever large medals are prescribed, you should wear the NUC ribbon on your right breast in the same relative position as the holding bar of the lowest row of medals.*

The Naval Unit Commendation and the Presidential Unit Citation are the only awards with ribbons which can be worn with large medals. If you have received both awards, you should wear only the PUC ribbon with large medals and neither ribbon should be worn with miniature medals.

The official word on the subject is in Article 1030.6 of "U.S. Navy Uniform Regulations," 1959.—ED.

Computing Constructive Time

SIR: May I count my constructive time when computing service for a twilight cruise before retirement?—W. W., PNC, USN.

• *It depends on what you mean by constructive time. The laws on retirement after 30 years of active service are not the same as those which govern transfer to the Fleet Reserve, or "20-year retirement."*

Because of the differences in law, certain types of constructive time which may be counted toward one do not apply to the other.

Specifically, for 30-year retirement, you may include as constructive time only the periods of enlistments and extensions you do not serve when you ship over early (up to three months for each). These unserved periods also may be counted toward total service for transfer to the Fleet Reserve. However, this is where the constructive time similarities end.

A minority enlistment counts as a full four years in total service for transfer to the Fleet Reserve, but not for retirement. Also, six months or more may be counted as one year toward total service for the Fleet Reserve but, again, not for retirement. Thus the familiar "19 and six," but no "29 and six."

Of course, by twilight cruise you mean duty of choice for the last two years before retirement. Constructive time really has nothing to do with your eligibility for a twilight cruise, except that if you have constructive time which counts toward 30 years of service, you might start the cruise sooner.

Generally, 28 months before you complete 30 years of active service, including authorized constructive time, you may request duty in the naval district or U. S. home port of your choice. If you wish, you may ask for a specific city, ship, locality or type of unit, and every effort will be made to give you what you want. However, you can be sure to receive at least an assignment within the naval district of choice, or the home port of choice. Naturally, it is senseless to ask for a ship or station that does not have an allowance for your rating.

Relevant references: Article C-13404, "BuPers Manual" (Fleet Reserve); Chapter 19, "Transfer Manual" (Twilight Cruises); and SecNav Inst. 1811.3 series (Retirement).—ED.

A Star of the First Magnitude

SIR: Let me be among those to congratulate USS *Procyon* (AF 61) and *Zelima* (AF 49) who lay claim to fame for having set replenishment records with aircraft carriers (as discussed in "Another Claim Weighed," ALL HANDS, December 68, p. 40).

Sorry, but they must try again, since USS *Vega* (AF 59) set the carrier replenishment record back in 1963 with *Ranger* (CVA 61), transferring 334 short tons PER HOUR.—C. E. S., BMC.

• Procyon *claimed she replenished* Kitty Hawk *(CVA 63) with 381 tons of provisions in three hours.* Zelima *says she transferred 438 tons of supplies plus 15 pallets of cruise books in two hours and 40 minutes.*

Now, according to your claim, Boats, you say Vega transferred 334 tons "per hour." If we assume that you mean this amount of cargo was moved in one hour—or 167 tons in half that time, or whatever—then chances are your claim will be mighty tough to better.—ED.

Where the Stars Are

SIR: At a recent personnel inspection, a question arose concerning specifications for stars on the collar of the enlisted service dress blue uniform.

Research in *Uniform Regulations* was fruitless so we don't know where the stars should officially be placed, what size they are, what type and size of thread should be used and how

FLYING HOME—Unusual photos show a *Tracker* making landing aboard USS *Hornet*.—Photos by Master Photographer's Mate Walter M. Cox.

the stars should be oriented in case they become so soiled they require replacement.—M. C. D., CDR, USN.

• *Inasmuch as stars on an enlisted man's jumper are an integral part of the garment, the specifications are made available to manufacturers through the Defense Personnel Support Center in Philadelphia.*

We suppose it is possible to remove a star from a uniform and install a new one in its place. Anyone who wants to do so should position a five-pointed star with a point one and three-eighths inches from the corner of the inner white stripe surrounding the collar.

The star itself measures three-fourths of an inch across and it is made with type 304 or 404 stitch, 210 stitches per star. A C/3 needle is used.

We think, however, most Navymen would agree that a uniform jumper should be replaced if the stars on it became so soiled they needed replacement.

The stars are washable, just like other white portions of the jumper. They can be scrubbed with water and a neutral soap that should clean anything that is cleanable.—Ed.

Final Salvo on 18-Inchers

Sir: In the November issue of All Hands, Mr. Robert Krauskopf states (p. 32) "there are indications" that two Japanese 18-inch guns were shipped to the Naval Weapons Laboratory, Dahlgren, Va., after World War II.

Not wishing to leave you hanging by the final thread in the 18-incher mystery, I did a little more checking.

Records at NWL indicate that one gun (Serial 27) was received on 3 Jun 1946, and the other one (Serial 23) arrived four days later.

After World War II, inspection teams were sent to Japan and Europe to inspect captured ordnance and apparently the shipping of the two guns to Dahlgren resulted from these inspections. However, only the gun barrels and a small number of projectiles were shipped. There were no slides available, which made it impossible to mount and fire the guns. Incidentally, the guns were of wire wound construction.

Due to lack of interest in obtaining the necessary components needed to fire the guns, the first gun (Serial 27) was cut up and scrapped on 5 Oct 1952 and the other was scrapped on 18 Oct 1954.—Amos W. Clary, PAO, Naval Weapons Laboratory, Dahlgren, Va.

• *Thank you for your final salvo on the two 18-inchers at Dahlgren. This will probably put the matter to rest for good.*—Ed.

Choice of Duty

Sir: By my own choice, I have had nearly 12 years of continuous sea and overseas duty. My latest extension expires later this year.

Will my choices for CONUS shore duty receive special consideration? I figure that others with my rate and rating (DK1) will be vying for the same shore billets that I have in mind. Assuming I've been on sea duty the longest, will I receive priority?—R. G. S., DK1, USN.

• *Seavey-Shorvey has no such provision. Your preferences for shore duty of course will be given maximum consideration — but so will the individual wishes of other eligible DKIs. As you say, your many years of continuous sea duty was a matter of your own choice — it was not the result of action by the men in your rate now eligible for shore duty.*

Information from the Seavey-Shorvey experts is that you will receive duty of choice, if possible. To enhance the possibility, you should observe some time-tested rules when you fill out your Vey interview sheet (if you already haven't done so).

Make your choices as broad as possible. Indicate general areas rather than specific locations.

Consider not only where you would like to serve, but also where you can *be used, since your assignment must be governed by available vacancies as well as your qualifications.*

If you request locations with sizeable numbers of DK billets, your prospects of receiving one may be considered good to excellent.

Never list the same duty preference more than once to emphasize your wishes. Remember that, if possible, you will receive your first choice. If this is not possible, and your other choices are duplicates of the first, the distributor has nothing more to work with and you could end up almost anywhere. However, make sure your second and other choices are logical to your rating and qualifications.

Details on these and other aspects of Seavey-Shorvey are contained in the "Transfer Manual" (and ALL HANDS, *June 1967).*—ED.

Now They Call It Bathtub Bay

SIR: In reference to your Taffrail Talk in the January 1969 issue, we agree that Commissioned Officer Bill Bissett and his foil-borne bathtub were beautiful. Maybe that's stretching it a little, but both were, at least, a sight to behold.

But we on board USS *Cree* (ATF 84) thought Shipfitter 1st Class Charles Gross looked pretty good in his bathtub, too.

Cree was there as the official escort vessel for the Great Nanaimo-Vancouver Bathtub Race. It was quite a day.

When we found out we were to be the escort vessel for the bathtub race, it seemed only fitting that we bring along an entry.

We found our tub in a San Diego junkyard. It was cast iron, and weighed some 190 lb. (Incidentally, ours was one of the few real bathtubs in the race. Most were fiber glass replicas.)

We then cumshawed a standard Navy raft, rigged a flotation collar around the outside of the tub, put Petty Officer Gross aboard, and launched it. It sank. We hauled it out, dried Gross off, added some more buoyancy, and tried again. This time, she floated. We put an outboard

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

- USS *Alkaid* (AK 114)—The 25th anniversary reunion will be held at the Sheraton-Chicago Hotel, Chicago, Ill., on 2 August. For details, contact Bill Demarest, 1805 East Lillian Lane, Arlington Heights, Ill. 60004.
- USS *Callaway* (APA 35)—A reunion will be held August 5, 6, 7 in Buffalo, N. Y. Write Wallace Shipp, 5319 Manning Place, NW, Washington, D. C. 20016 for details.
- USS *Catskill* (LSV 1)—Will hold its reunion in Denver, Colo. during August. For information, contact R. L. Beckius, 7136 Inca Way, Denver, Colo. 80221.
- USS *Hailey* (DD 556)—A reunion of those who served aboard from 1943-45 is being planned for the latter part of July, to be held in St. Louis, Mo. Contact Henry Hummert, 4120 Louis St., St. Louis, Mo. 63116 for details.
- USS *Oklahoma* (BB 37)—A reunion will be held 2, 3, and 4 May at the Shelbourne Hotel, Atlantic City, N. J. Contact Edward H. Lutz, 673 Lindley Rd., Glenside, Pa. 19038.
- USS *Reid* (DD 369)—The 1969 reunion will be held at the Blue Grass Motor Inn, 5500 Northfield Road, Maple Heights (Cleveland) Ohio, 18, 19, 20 July. For details write to Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.
- USS *Shea* (DM 30)—A reunion is being scheduled for some time this late summer, time and place to be determined. If interested, and if you served aboard during World War II, contact Eugene F. Kane, 910 Blairs Ferry Road, Marion, Iowa 52302.
- *29th Seabees*—The annual reunion will be held in Cleveland, Ohio, at the Hollandia House on 14, 15, 16 August. Write to 29th Seabee Battalion Committee, 1319 N. Randall Road, Aurora, Ill. 60506.
- *1st Batt. New York Naval Militia, USNR Veteran Association*—The annual reunion will be held 26 April at the CPO Club, USCG, Governors Island, N. Y. For details, write J. J. Peck, Cove Road, Oyster Bay Cove, N. Y. 11771.
- *ATKRON 115*—All those who served with VA 115 during 1963-67 interested in holding a reunion, contact B. J. Watkins, 900 D. Ave., Coronado, Calif. 92118.

FIREMAN, FIREMAN SAVE MY DUCK—CAPT S. L. Corner, halts an E-2B Hawkeye to allow VIPs to cross the taxiway at Norfolk. Mother duck and ducklings to be were adapted by the Naval Air Station's fire department when the firemen noticed that the eggs in a nearby nest were being broken by other birds and turtles. The firemen built a wire cage so that mother duck could hatch her brood. Now the ducks spend their evenings on the bay, but return during the day to visit their friends, the station firemen.

on her stern, and we were ready for the Great Race.

Although we didn't win the 32-mile race, Petty Officer Gross did finish, after only nine hours in, or on, the water as the circumstances warranted. I should point out that, of the 278 entries in the Great Race, ours was one of only 150 that finished.

Just thought you'd like to know the U. S. Navy was there, too.—R. H. Owens, LT, USN, CO, USS *Cree* (ATF 84).

• *Thanks for the interesting sidelight on the Great Bathtub Race. We have only one comment to make: So now you tell us?*—ED.

To Go for LDO or Stay as WO?

SIR: Several of us have questions concerning the status of warrant officers after they accept commisions under the LDO Program.

Your reply will determine whether I and several of my friends will apply for LDO or retain our status as warrant officers.—C. H. A., CWO, USN.

• *For the sake of convenience, we have listed the specific questions in your letter, together with the answers, in our reply. Here they are:*

Q: Will we be appointed to Permanent W-2 if we are selected for the LDO Program?

A: When temporary warrant officers are appointed to LDO (T), they can choose between permanent status as warrant officers or enlisted men. The choice may hinge upon their retirement plans, for permanent warrant and commissioned officers are subject to the Dual Compensation Law.

Enlisted men, on the other hand, are not subject to this act and can, therefore, be on the U.S. government payroll and collect full retired pay, too.

Q: If we accept an LDO appointment, will we progress to W-3 and W-4 as we meet time in grade requirements?

A: You can go before the W-3 and W-4 selection boards as you meet time in grade requirements. Whether or not you advance, is up to you and the Board.

Q: How long must an LDO in grade 0-1 serve before being advanced to 0-2 and from 0-2 to 0-3?

A: One year is required for an O-1 to advance to O-2. Advancement to O-3 takes about two years.

Q: What are the current sea and shore duty lengths for LDOs?

A: They are three years unless the officer is ordered to one of the places listed in change three to BuPers Inst 1300.260, in which case the tour would be either more or less than two years, as indicated in the instruction.

Q: My sea duty termination date and my rotation date coincide this year. If I make LDO, will I still be eligible for a normal tour of shore duty?

A: Yes. The time you served at sea as a warrant officer is creditable as sea duty for LDO rotational purposes.

Q: Are there any schools open to warrant officers such as Aviation Officers' Electronic School?

A: Yes. If you are interested in aviation electronics, advanced courses A-4B-024 and C-4B-11 are open to warrant officers who meet the requirements outlined in NavPers 91769-G.

The courses require 34 and 40 weeks respectively to complete and requests for admission should be submitted through channels so they reach the Bureau of Naval Personnel about six months before the applicant's projected rotation date.

Q: According to my interpretation of BuPers Inst 1811.1B, Article E, I could retire on 22 as an LDO with six years of commisioned service. In doing so, I could revert to permanent warrant officer status yet collect retired pay for the highest rank in which I satisfactorily served regardless of the number of years I served as a commissioned officer.

A: Any warrant officer, including those serving temporarily in a commissioned grade, can apply for retirement after completing 20 years of active service. Authority for this can be found in Item E of Enclosure One to BuPers Inst 1811.1B and policy guidelines for such retirements are outlined in SecNav Inst 1811.3G un-

SMOOTH SAILING—USS *Saint Paul* puts bow into calm waters.

der authority contained in 10 USC 1293.

If you retire as a permanent warrant officer, your retired pay will be based upon whichever will provide the greatest amount of income—your warrant grade or the highest commissioned grade in which you satisfactorily served.—Ed.

Officer Retirement

Sir: I was thinking this will be a good year for me, but now I'm not so sure. I'm in line for promotion to CWO-3. Also, I'll have completed 20 years for retirement.

Fine so far, but a snag has developed in my plans to retire six months after I am promoted. I'm told I may not retire unless I serve two years in grade W-3.

What's the rule on this?—R. R. J., CWO-2, usn.

UP AND—*USS Renshaw* (DD 499) battles heavy sea while crossing the Pacific.

- *Pretty much what you were told.*

Generally, a warrant or commissioned warrant officer who has completed 20 years of active service may be transferred to the retired list — subject to policy guidelines. Present policy requires that a W-3 serve two years in grade before his request for retirement will be approved.

There are other factors — including exceptions to the above — which you probably will want to review. SecNav Inst. 1811.3G is the current directive on Navy retirement policy. Following is a summary of portions which deal with officer retirement; you decide what is relevant to your situation:

First, a regular Navy officer has a guaranteed right to retire after he has completed 40 years of active duty. Any request by an officer for retirement short of 40 years is considered on the basis of service needs and individual merits, subject to policy guidelines.

Retirement normally is approved for an officer, other than flag officer, who has (any one of the following):

- *Completed 30 years of active service.*
- *Been passed over twice for promotion.*
- *Limited assignability because of over-age in grade, deteriorating health, or some other reason beyond his control.*
- *A hardship of a compassionate or unusual financial nature; retirement to alleviate serious personal problems.*
- *Reserve status, is eligible for retirement, and is told by competent authority that his continued active service is no longer required.*
- *Previously served in a grade higher than the one in which serving.*

Officers in grades W-3, W-4, O-4, O-5 and O-6, who do not meet any of the above conditions, usually are permitted to retire after two years' active duty in grade. (Exceptions: Captains with designators 14XX, 151X, 153X, 21XX, 31XX, 250X, 220X and 510X, must complete four years in grade.)

Otherwise, requests for retirement are considered on an individual basis with the Secretary of the Navy having the final say on those from officers.

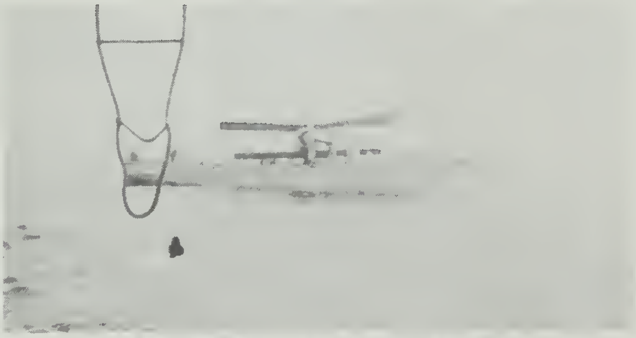
An effective date for retirement later than the date requested may be specified when a delay is necessary to provide orderly relief, or, in some cases, completion of a tour or ordered tour of duty.

Approval of retirement normally is withheld until you have served at least one year at your latest duty station, or have completed a normal tour if serving outside the continental United States.

Based on the above, it appears you could retire this year as a CWO-2 or, if you accept promotion to CWO-3, two years later.—Ed.

Crew of USS Texas pose for group photo about 1919.

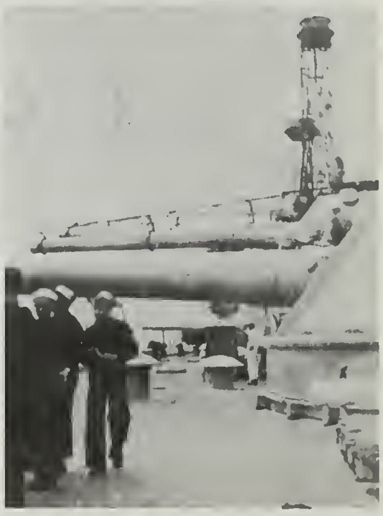
The Eyes of Texas Witnessed Days of Early Naval Aviation



Plane coming back after landing on beach.

Texas crewman poses in 1919.

Frame for takeoff platform on 14-inch guns.



SIR: Your story about Eugene Ely's landing on, and takeoff from, USS *Pennsylvania* (p. 30, October 1968 issue) brought to mind some good old days aboard USS *Texas*. We carried a small biplane which took off from number 2 turret, then had to land ashore and be brought back to the ship by motorboat.

I am enclosing some photographs which depict this operation, and a group photo of the ship's crew. The pilot of the plane is just below the first chief on the left (note wing insignia).

Maybe if you print these pictures, someone else will remember those good old battleship days.—Victor D. Peruta, Chief Shipfitter, USNR (Ret).

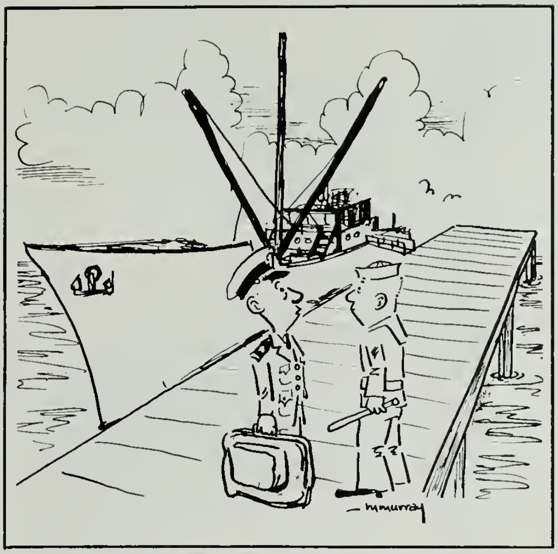
• *You might be interested to know that your photos really made the day for the Head, Aviation History Unit. You are his friend for life.*

He asks that we pass the word to you that, as a matter of background interest, Texas *was the first ship of the U. S. Navy to be equipped with a turret platform. He is unable to identify the pilot in your photos, but the record shows that Lieutenant Commander Edward O. McDonnell made the first takeoff from the* Texas *platform in a Sopwith Camel on 9 Mar 1919 at Guantanamo.*

Were any of our readers there?—ED.

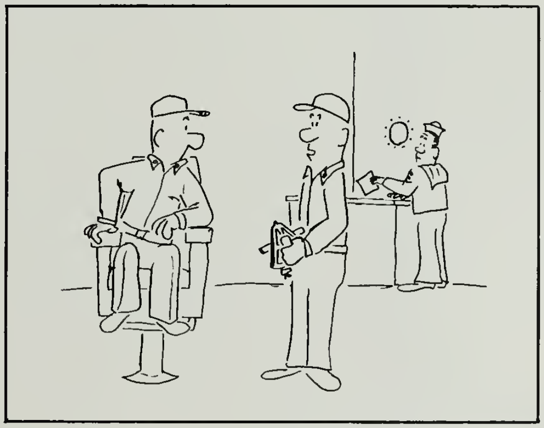
page 63

Melville C. Murray, LCDR, USN



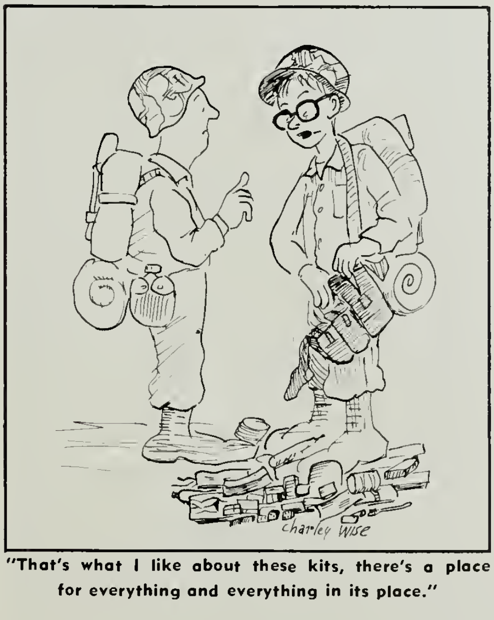
"My trunks and other baggage will be arriving by truck sometime later this afternoon."

LTJG P. McVay, USNR



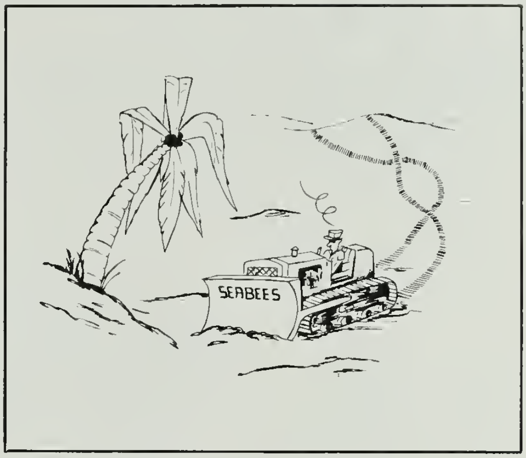
"Captain, I recommend we come right about 20 degrees to keep from going off the edge of the chart."

Charley Wise, HMCS, USN

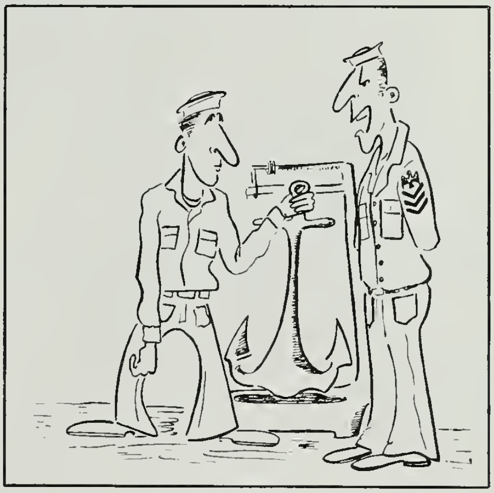


"That's what I like about these kits, there's a place for everything and everything in its place."

Walter W. Seppe, LT, DC, USN

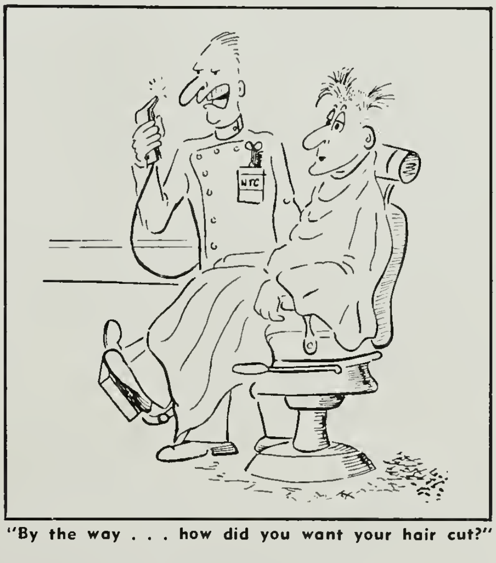


Jerry Paul Barker, SN, USN



"Perry, I'm afraid that our understanding of 'anchor's aweigh' is quite different."

Jerry Paul Barker, SN, USN



"By the way . . . how did you want your hair cut?"

TAFFRAIL TALK

IT ALL STARTED on a rainy afternoon.

The results open vistas which boggle the mind. At least.

Students at Ellyson are learning painlessly, thoroughly, and with zest. And everyone knows, says Ellyson's "Collective Pitch" from which this account is freely adapted, that Ellyson produces the finest helicopter pilots in the world.

Since the field was socked in that day, the students were doing the next best thing to flying—cracking the books.

But it was tough going. Lieutenant Dave Presnell, who is standardization flight officer, and Lieutenant Commander James Miron, aviation safety officer, viewed the scene sympathetically. They knew how it was. It's difficult to relate the printed, officialese word to meaningful action.

"There ought to be some way . . ." mused LT Presnell.

"Trouble is, it's just a bunch of words to them," agreed LCDR Miron. "There ought to be some way of making them come to life. The words, I mean."

"No way of knowing whether you're right or wrong. No immediate penalty if you're wrong."

"The element of competition is lacking."

"Hmmmmmm. Maybe you've got something there."

The grey, dull afternoon grew more interesting as The Great Idea was born. It took many more afternoons before it began to take real shape.

Not Monopoly exactly, but something along the lines. A bunch of question cards. Use dice. Land on a square. Answer a question like: "What is the proper procedure when radioing for permission to take off?" You're right, go ahead five squares. You're wrong, go back five squares.

And there would be categories. You miss a question on emergency procedures, it would hurt more than if it were one concerning routine stuff. After all, that's life.

But most such games permit only four players at a time. Presnell and Miron worked out one that would accommodate as many as 15 players.

The squadron's skipper liked the idea and gave it his blessing. So did Wilmer Jones, PAO staff artist, who not only gave form to the original concept but added considerable flourishes of his own.

When finally unveiled to the public (read Ellyson students here), the board contained some 75 red, green or white spaces. If a player lands on a red space, he pulls a red card and finds that he's faced with an emergency. Green space, green card, normal procedure. White spaces are free.

Tokens were, of course, toy helicopters. Mrs. Presnell had haunted toy stores, drugstores and the like for weeks, trying to find just the right thing. She finally found them on the base at Ellyson.

Now, there are no more dull, rainy afternoons at Ellyson. The scene is enlivened by students clamoring for their turn at the board.

The name of the game? Wings of Gold, of course.

One final, wistful thought. If only someone would have done the same for journalists a few years ago.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's great future depends. The United States Navy exists to make it so.

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

• AT RIGHT: WATER BOUND—UDT instructor signals trainee to roll off rubber raft during high speed cast-off practice. Timing is essential in order to keep even distribution between swimmers.—Photo by Chief Photographer's Mate Ralph C. Payne, USN ➡

a winning combination TRAINING AND MOTIVATION

ALL HANDS

MAY 1969

UNIVERSITY OF FLORIDA LIBRARIES
MAY 16 1969

~~DISPLAY~~

359.05
A416

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MAY 1969 Nav-Pers-O NUMBER 628

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

The Many Faces of Courage 2
Da Nang Personnel Office—Where the Action Is 7
Stateside R & R: Holiday for Heroes 8
Well, Punch My Card! 10
Man of Faith, Man of Valor 12
USS Enterprise: Back into Action 16
For Netherlands Navymen: A Royal Welcome 20
Two Ways to Shatter a Promising Career, or Cracked Glass 22
An Instructor's Billet: What's in It for Me? 26

Departments

Servicescope: News of Other Services and Agencies 28
Today's Navy 30
Navy Sports 38
Letters to the Editor 56
Page Sixty-Three 63

Bulletin Board

So You're Coming to Washington 42
What the Scheduled July Pay Raise May Bring 45
Broken Service Reenlistments: Ready To Come Back In 46
First Class Petty Officer's Prototype Uniform Studied 48
Seavey 69 50
Cinematography Courses: Lights, Camera, Action 52
Advancement Quals for Decompressed Ratings 55
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• **FRONT COVER: OUT OF THE SKY**—A Navy frogman heads for a mission via parachute. Panels in chute enable jumper to control descent and land closer to the target.—Photo by Ralph C. Payne, Chief Photographer's Mate, USN.

• **AT LEFT: FOLLOW THE LEADER**—Ships of the Atlantic Fleet make a salty picture as they cruise in line through choppy waters following exercises at sea.—Photo by B. M. Andersen, Chief Photographer's Mate, USN.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

Aviation Electronics Technician 1st Class Anthony C. Hanson

Radioman 2nd Class Robert L. Keim

The many faces of

MEN HAVE TRIED many times to define courage. Mostly, they fail . . . well, not fail, exactly, but at least they fall short of a complete definition. Why? Because courage manifests itself in so many different ways.

Many, when asked to define it, end up saying "Wait a minute, here's an example," and then go on to tell their favorite story about valor in combat, or victory against great odds.

What is courage? Here are some examples. They are just a few, of course, among many thousands of stories about Navymen of courage. These are stories of enlisted Navymen of courage. Some have won the Medal of Honor. Others, the Navy Cross, and others the Navy and Marine Corps Medal. Some have ships named after them. Their periods of naval service, in the examples we have selected, range from 1870 to 1968. Their stories sound similar in many ways, and well they should. They had much in common.

A lot of people relate courage to fear. Fear for one's own life, or fear of what others might think, they say, is what makes a man face grave danger without flinching. So maybe these people haven't heard about Francis Pierce, who was a pharmacist's mate 1st class during World War II.

THE CAMPAIGN was Iwo Jima. The date, 15 and 16 Mar 1945. Pierce was with the Second Battalion, 24th Marines, Fourth Marine Division.

Everybody knows that Iwo was pure hell, and that combat gallantry was the order of the day. But Petty Officer Pierce stood out even among his group of intrepid men.

For two days, he was constantly under fire, patching battle wounds, carrying casualties back to aid stations, and generally acting like a corpsman in combat. Any time a dangerous assignment came up, Pierce volunteered.

On the 15th, Pierce was with a party of men transporting two wounded Marines to a forward aid station. Suddenly, machine-gun fire ripped through the group, wounding a corpsman and two of the eight stretcher-bearers.

Pierce took charge. He carried the newly wounded men to cover, and administered first aid. He managed to get three of the casualties to safety, then faced the problem of getting the litter-bearers out of there with their stretchers.

He brazenly stepped out in the open to draw the enemy fire to himself. While the enemy machine-gunners were busy trying to cut him down, the litter-bearers were able to reach cover.

Pierce then turned his attention to the two remaining casualties. As he tried to stop the bleeding of one of the men, an enemy soldier stepped from a cave less than 20 yards away and fired at him and his patient. Again, Pierce deliberately exposed himself, to draw the attacker out of the cave. He then lifted the wounded man to his back, and carried him across 200 feet of open terrain through deadly rifle fire.

Now there was one wounded Marine left. Pierce was exhausted. He was warned that it would be suicidal to cross that fire-swept, open area again. Pierce crossed it again, and then recrossed it, carrying the last wounded Marine to safety.

The next day, Pierce accompanied a combat patrol which returned to the sniper nest to clean it out. There were more casualties. While he was patching up a wounded Marine, he was seriously wounded himself. He refused to accept immediate first aid; instead he directed others in treating his patient. Only when his patient had been treated would he accept treatment himself.

Francis Pierce was courageous, to be sure. But his courage had nothing to do with fear. You might say his heroism typifies the actions of a man with the deepest sense of loyalty and regard for the members of his unit.

MAYBE COURAGE is the resolve never to quit; the grit that makes a man hang on like a bulldog, no matter how bad things might seem. If that's courage, then Boatswain's Mate 1st Class Joseph J. Harrison has plenty of it. Harrison's enemy, however, was a natural one.

On 2 Dec 1961, Harrison and Storekeeper 1st Class Leonard Weisensee were duck-hunting along the Weser River, near Bremerhaven, Germany.

As he went after a duck which had fallen about 50 feet from shore, Weisensee stepped into a low-tide mudhole and began to sink.

Harrison immediately tried to reach Weisensee to help him out of the hole. He too stepped into the leading edge of the mudhole and began to sink. He struggled free, however, and dashed back to the shore for the only gear that was available—two wooden stools.

Boatswain's Mate 1st Class Luther N. Rooks

Hospital Corpsman 2nd Class
Michael H. Champine

COURAGE

LT George K. Carpenter

Hospitalman Mike House

Seaman Rubin G. Binder, USNR

He knew he didn't have time to go for help. It would be dark before long, and that meant the tide would come in. Weisensee was still stuck fast, and sinking deeper.

Well aware of the danger involved, Harrison returned to his trapped buddy. He edged as close to Weisensee as he could, and placed the stools in the mud. Then he took off his parka and spread it on the mud. He instructed Weisensee to lean forward and lay as much of his body as possible on the parka, while grabbing its sides and pulling.

Harrison then stood on the stools and pulled both the parka and its

Gunner's Mate 1st Class Thomas C. Darley

Seaman Clarence E. Bell

occupant toward himself. By this time, Weisensee was chest-deep in the mud. The struggle was agonizing; Harrison kept pulling; the mud kept sucking. It went on like this for two hours. Finally, Harrison won the tug-of-war, and his friend slipped free.

A short while later, darkness fell, and with it came the tide, flooding the area. Harrison had hung on that extra minute more, and had beaten the odds against him.

It's almost comic to visualize Chief Boatswain's Mate John MacKenzie, on that morning back in 1917—until you remember what might have happened to him.

His ship, uss *Remlik,* was battling a heavy gale. The seas were huge.

The depth charge box on the taffrail was washed over the side. Unfortunately, as the box went over, the depth charge it contained fell inboard, and began to roll crazily about the deck.

It would have been impossible to carry the explosive to safety until the ship was brought around and headed up into the sea.

Chief MacKenzie acted quickly. He grabbed the depth charge and sat down on it. Then he stayed astride his volatile mount until the danger was over.

Through quick thinking and a willingness to expose himself to danger, Chief MacKenzie had averted, at the least, a serious accident, and had probably saved his ship and her crew.

It takes a good deal of courage even to be part of a SEAL team. It's a volunteer outfit, and just about every assignment is a dangerous one.

Senior Chief Interior Communications Electrician Robert T. Gallagher is exceptional, however, even for a SEAL team member.

In March 1968, Senior Chief Gallagher was assistant patrol leader on a night combat operation in South Vietnam. The mission involved deep penetration into a Viet Cong base camp. When the patrol neared a large barracks in which were about 30 well-armed VC, a sentry spotted them, and suddenly the place was bedlam.

The firefight was fast and furious, and Chief Gallagher was wounded in both legs. At the same time the enemy was being repaid; Gallagher himself accounted for five of the enemy losses. His patrol leader was seriously wounded, so Gallagher took over and began leading his men out.

They fought their way about 1000 yards through the enemy territory, to an open area, and radioed for helicopter support.

Gallagher exposed himself continually to heavy automatic-weapons fire to direct the helicopter gunships and rescue helos to the pickup zone. He was again wounded, but succeeded in getting his men aboard the helos and out of danger.

Despite being wounded several times, Senior Chief Gallagher had proven that he had what it takes to be a combat leader—you might call it courage.

How far would most men go to save a group of shipmates? William Halford, a coxswain aboard uss *Saginaw,* traveled 1500 miles through open sea.

Saginaw left Midway Island on 28 Oct 1870 en route to the United States. At about 0300 on 29 October, the ship ran aground on Ocean Island, a small, uninhabited bit of

Hospitalman Paul Hinojos

Radioman 3rd Class Aubra E. Thomas

land well out of the ordinary sealanes.

All attempts to free the ship failed. She had a hole in her hull anyway, so she was abandoned and all hands (93 of them) successfully made it to the beach. They salvaged the captain's gig, and a small amount of food and supplies.

Now what? Since their hope for rescue was just about nonexistent, the *Saginaw* crew prepared the gig for a 1500-mile voyage to Honolulu, the nearest port from which relief could be expected.

A lieutenant and four enlisted men volunteered and were selected, and on 18 November, the group pushed off on their hazardous journey. Thirty-one days later they arrived off Kauai, Hawaii. A difficult job still lay ahead, however. Getting the boat through the pounding surf to the beach was going to be the toughest part of the trip. The five were understandably weak after their ordeal, and this was to be the undoing of most of them.

Just as they were getting ready to beach the gig, a large wave broke aboard aft. As they fought to bring the boat under control, another breaker broke on board, and the boat capsized in the heavy surf.

Two of the crewmen were washed away immediately. Coxswain Halford caught hold and stayed with the little boat. The lieutenant attempted to climb up over the stern, but he was just too weak, and was washed off and sank. Halford and one other man were all that were left of the tiny crew.

Halford hung on to the boat, worked his way around to the stern, and pulled himself onto its bottom. He quickly stripped himself of his clothes, so that he could better fight the surf which was tearing at the boat.

Another wave righted the gig, and Halford pulled the only remaining man aboard with him. Just then another breaker flipped the boat over twice, but it landed upright, and headed onto the breakers.

Halford hung on, and the boat finally beached. He helped his shipmate ashore, and went back to the boat to get the letters and other documents which *Saginaw's* skipper had entrusted to him.

When Halford got back to his shipmate, he was dead. He dropped down on the beach, and slept there until the next morning. Then he went for help, and *Saginaw's* crew was ultimately rescued. By refusing to give up, Coxswain Halford had saved his shipmates.

ALTHOUGH Halford had made a supreme effort to save his shipmates stranded on a deserted island, he had also been keenly interested in saving his own life. Seaman Johnnie Hutchins, however, knew he had had it. Still, he expended the last of his living energy in an effort to save his ship.

It was September 1943, and LST 473 bore down on the beach at Lae, New Guinea. Black shellbursts dotted the sky and the scream of shells combined with the roar of big guns was deafening.

A murderous hail of bullets from shore batteries and bombs dropped from enemy aircraft battered the invading force.

Up in the pilothouse, the helmsman saw a torpedo pierce the surf and speed with deadly accuracy toward the ship. In the tense split-seconds before the helmsman could steer clear of the threatening torpedo, a bomb struck and knocked the helmsman from the wheel.

". . . he remained at the helm"

Johnnie Hutchins was mortally wounded by the explosion of the bomb. Still, he knew that the torpedo would not miss its mark if LST 473 kept its course. He grabbed the wheel, and with his last bit of strength, steered the ship out of the torpedo's path.

He died still clinging to the helm. The Navy named a ship for him.

There's an old saying used to describe courage. Something about a man's willingness to "march up to the cannon's mouth." The description doesn't exactly fit Boatswain's Mate 1st Class Jim Dixon, but it isn't far off.

Petty Officer Dixon was duty master-at-arms on board USS *Sellers* (DDG 11) on the morning of 10 Sep 1964. The ship was moored in Naples, Italy.

One of Dixon's shipmates chose that morning to lose control. He got hold of two .45s, made his way to the signal bridge, and threatened to shoot anybody who came close to him.

One crewmember did get too close, and the pistol-waving sailor fired at him and missed.

Then Dixon arrived on the scene. He knew the man would have to be disarmed, somehow. Maybe he could be talked out of his weapons. He advanced, unarmed, toward the man.

His shipmate pointed one of the .45s at Dixon, and told him to keep away or he would fire. Dixon continued to walk toward him, all the while trying to convince him to drop the weapons.

Finally, after several nerve-wracking minutes, Dixon succeeded in disarming the man, and put him under protective custody.

Boatswain's Mate Dixon's action took more than raw courage—he displayed a combination of heroism and leadership in an incident that could have resulted in violence and death.

And then there was Signalman 1st Class Chester Smith, who was patrol leader on a PBR combat patrol on the Mekong River in Vietnam in December 1966.

When he spotted a sampan with three VC aboard enter a narrow canal, Petty Officer Smith immediately went into the canal after it. There were more VC along the canal bank, and they began firing at the patrol boat.

Smith directed his crew in returning suppressive fire, which killed eight Viet Cong. He went back out to the river, and summoned his cover boat, and the two entered the canal to investigate further. There must be some reason why they were so interested in keeping him out of that canal, he figured.

When the two boats had gone a short distance up the canal, Petty Officer Smith saw the reason for the VC unhappiness at the arrival of his PBR. Forty sampans were lined up along the canal bank preparing to take aboard a company of Viet Cong soldiers.

The enemy opened fire, probably expecting the two boats to turn and back off from a superior force. Chester Smith had other ideas. He immediately attacked, and the surprised Viet Cong scattered and retreated in confusion.

While still returning the VC fire coming from the canal bank, Petty Officer Smith and his gunners systematically began destroying the sampans lined up along the bank.

Then he took his patrol back out to the river, rearmed, and reentered the canal. He personally directed his machine gunners in silencing six enemy weapons positions. Then he called in a helo and directed its rocket attack on a camouflaged bunker. A large secondary explosion completely destroyed an enemy ammunition cache.

When the four-hour engagement had ended, Petty Officer Smith's PBRs had accounted for 15 enemy confirmed killed, 28 sampans sunk, 12 more damaged, three sampans captured, and an enemy ammunition cache destroyed.

As you can see, courage takes many forms. Maybe it will be summoned only once in a man's life. Perhaps it is a daily routine.

Again, courage is rather difficult to define. But one thing's for sure. It's easy to recognize.

—Jim Teague, JOC, USN.

How Many Degrees of Courage?

There are different kinds of heroes, and there are different decorations awarded for their heroism.

How many degrees of courage are there? The accompanying article illustrates just a few examples. Perhaps one man's action results in the direct saving of one life. Maybe another's heroism indirectly saves a whole ship and its crew. Sometimes a heroic deed takes place during peacetime, in a noncombat area. Is the action in his case less courageous than that of a combat hero?

For these reasons, the accompanying article did not spell out what medal each of the Navymen mentioned received.

For the record, however, here is what each enlisted hero was awarded:

Francis Pierce Jr., PH1—Medal of Honor
Joseph J. Harrison, BM1—Navy and Marine Corps Medal
John MacKenzie, BMC—Medal of Honor
Robert T. Gallagher, ICCS—Navy Cross
William Halford, Coxswain — Letter of Commendation
Johnnie Hutchins, Seaman 1st Class — Medal of Honor
James T. Dixon, BM1—Navy and Marine Corps Medal
Chester Smith, SM1—Navy Cross

Personnel Office

Where the Action Is

IN VIETNAM, the Da Nang Naval Support Activity's Personnel Office is a busy place—and small wonder. About 900 men call there each day to turn the key to their future. Job assignments, requests for changes to orders, travel arrangements and flight dates back to the States are just a few of the items controlled there.

Eighty-seven Navymen in the office provide services to more than 10,000 sailors assigned to the Command and scattered among detachments throughout the I Corps. To make certain records are current and that everyone gets the word, somebody is constantly on duty there.

The Da Nang office is divided into five sections. Four sections are set up as complete personnel offices, each handling more than 2400 service records. The fifth is custodian of 700 sailors designated for further transfer. Such men are assigned to Coastal Division 12, the River Patrol Boat Support Base, explosive ordnance disposal teams and other Navy units in I Corps.

Within the office, personnelmen in the Diary, Statistics and Assignments Section keep themselves busy maintaining locator files, issuing TAD and no-cost orders and ID cards when necessary. To keep the diary current, the staff make between 200 and 300 entries each day.

THE WORK of the section directly affects each sailor in the I Corps area. One of its most important tasks is assigning personnel to a division within the command.

The Flight Control Section is both the beginning and the end of duty in Vietnam. It ushers Navymen into Da Nang and sees them out. Its job is a big one for about 1500 I Corps Navymen return to the States each month.

Because the men served by the Da Nang personnel office are so scattered, maintaining files sometimes requires more or less unorthodox procedures such as mailing parts of records to be corrected to the boondocks for a Navyman's approving signature.

Fortunately, the need for correction is kept to a minimum. A recent audit of about 2500 service records revealed only nine hard-to-find errors.

To keep themselves in the proper frame of mind, each man imagines how he would feel if he were on the other side of the window trying to turn the key to his future.

Clockwise from Top Left: (1) Personnelman 3rd Class T. R. Douzat helps Navyman check his service record. (2) Senior Chief Personnelman Jack O. Collins and Personnelman 1st Class Robert Woods review reports. (3) Section leaders hold weekly meeting with Chief Collins to discuss problems.

—Ed Leatherwood, JO2, USN.
Photos by Ron Garrison, Airman.

Camelback Inn serves buffet lunch to Engineman 1st Class John Gaddard and his wife

WELCOME
HOME
JET VETS

LTJG Larry McNeely and his wife take a walk through inn grounds

Breakfast in bed is served with a smile to Yeoman 2nd Class Bob Huffman

Welcome committee members pose with Michael Kilbane, Robert Huffman and Carter Morris

Stateside R&R

HOLIDAY

THE LATE afternoon sun had just begun to fade below the horizon of the Arizona desert as the plane carrying 54 returning Vietnam veterans touched down on the runway of the Phoenix airport.

A large welcoming committee was on hand to meet the men who would spend a free, week-long vacation at the Camelback Inn resort just outside Phoenix.

The vacation, compliments of the inn management, is provided annually to deserving veterans from Vietnam who are scheduled for rotation.

The group included Navy and Coast Guardsmen, Marines, Air Force and Army personnel.

Upon leaving the plane, the men were met by Phoenix dignitaries along with a band and pompom girls from Arizona State University. The wives of some of the men were also on hand.

After a brief welcoming speech by the Mayor of Phoenix, the men were whisked off to the six-acre resort in chauffeur-driven limousines.

Upon arrival at the inn, they were given refreshments and the single men were introduced to the hostesses who had volunteered to take part in the week-long festivities.

The following morning, Miss Laura Axene, the social hostess for the inn, spelled out the week's planned activities to the veterans who, just two days before, were sitting at the Saigon airport awaiting their flight to the United States.

"Breakfast in bed will be served to everyone each morning," she said.

"A buffet luncheon will be served each day at poolside.

"Tonight there will be a steak fry on Mummy Mountain not far from here," she said.

As the hostess continued with the scheduled activities, the men shook their heads in disbelief.

"Other activities will include a professional basketball game, ice-

Greeting from wife Shirley at airport for LTJG Larry McNeely

Vietnam veterans enjoy luncheon by pool

FOR HEROES

skating, an afternoon at the horse races, a pitch-and-putt golf tournament and horseback riding," she continued.

"A community banquet will be held in your honor Thursday night and Friday night will feature a visit to the Playboy Club."

Free rental cars were provided to those wishing to see the sights of Phoenix.

The men laughed as the hostess concluded, "Let me know if you have any spare time on your hands during the week."

"A fantastic way to let down," one man said.

Another replied, "I still can't believe it."

The Phoenix newspapermen and television newsmen paid many visits to the inn during the week to hold interviews with the honored guests.

Many business establishments in Phoenix displayed signs saying "Welcome Home, Vietnam Vets."

At week's end, many "thank you's" were extended to the staff of the inn for their hospitality.

Lieutenant (jg) Larry J. McNeely summed it up when he said, "This week has been the greatest gesture of appreciation that could possibly be given to me and the other men for serving our country in Vietnam."

—John Gorman, PHC, USN
PacFleet Combat Camera Group

An afternoon of riding was enjoyed by returning servicemen

Will Big Red Meet DER 393?

Well, Punch My

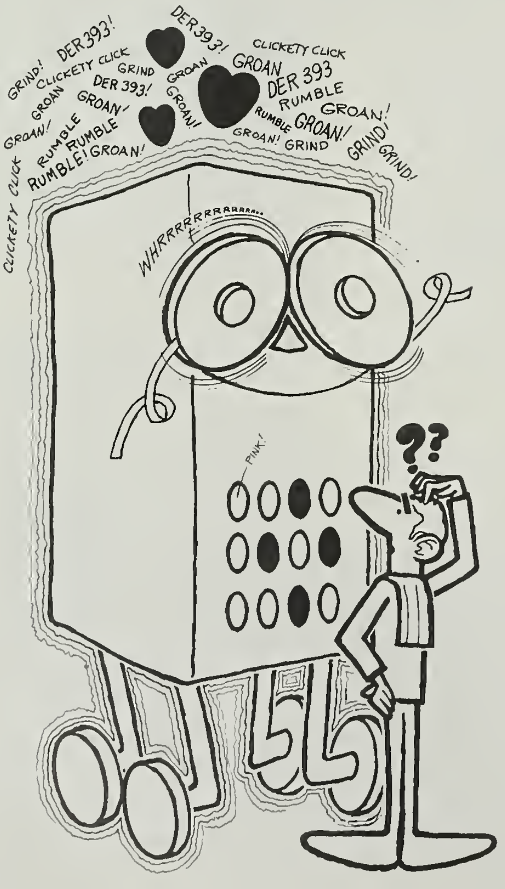
As I approached the pier at Pearl Harbor, the sight that greeted me should have made me happy. There on the dock were the crowds of people waving banners saying "Welcome Home DER 393." That's me, 393. I should have been happy. You know what I mean?

The band kept playing this joyous, peppy tune, and the kids waved their arms and jumped up and down and shouted to their daddies. I'm young (25), good-looking, and in love. I should have been deliriously happy.

But, somehow, I just couldn't get excited or hopped up about the occasion. Here I was in Pearl Harbor, and there was Big Red, my computer friend, some 4000 miles away, hard at work digesting figures in a Fort Worth bank. How could I possibly be happy?

At times, on these overseas deployments, things happen to you. Things that change your life. That's what happened to me, I guess.

It all began last year, when my commanding officer began having trouble with his checking account. It seems that when he had been transferred, the bank had neglected to change his address in their files. His statements were being readdressed to him at his new command, and sometimes they would not reach him until they were already two and three months late.


GRIND!
DER393!
CLICKETY CLICK
GRIND
DER 393!
GROAN
GROAN!
GROAN!
RUMBLE
RUMBLE!
GROAN!
CLICKETY CLICK
DER393!
GROAN
GROAN!
CLICKETY CLICK
GROAN
DER 393
RUMBLE
GROAN!
RUMBLE
GROAN!
GROAN!
GRIND
GRIND!
GRIND!
WHRRRRRRRRRRR...
PINK!
??

He decided to take positive action. He wrote to the bank, addressing his letter in such a way that it could not possibly be misdirected or misunderstood.

"Dear Computer," he wrote, "Having tried several times unsuccessfully to get your human masters to correct my address for all correspondence and dealings with the bank, I now turn to you for assistance.

"At first I thought of writing to Addressograph, but after reflection I decided that this would be working through a lesser machine and would not be satisfactory. Therefore, would you, at your convenience, change my address to: Lieutenant Commander Robert F. Baril, USN, USS *Haverfield* (DER 393), FPO, San Francisco, Calif. 96601.

"The above address change would ensure that I hear from you in a reasonable time frame vice the two to three months it now takes. I am the commanding officer of one destroyer off Vietnam, and the address you are using is that of another destroyer I served in. The misrouting that results is very confusing to some of your fellow computers. Everyone knows how you all hate to be wrong, and here is your chance to correct one bit of information that will help me considerably.

"With fondest personal regards I remain, Very truly yours, 3 29102.

"P. S. Enclosed is a picture of the correct address in case you are equipped with an optical scanner."

The photograph he sent was a port quarter view, and although it is not really my best side, showed me cutting a fine wake. If the sun had only been just a little bit higher, it would have been a much better picture, certainly more flattering. I find my photographs are best when they are taken about 1300, from about 30 degrees off the starboard beam . . . but I'm digressing, silly that I am. Let me get back to my story.

Things went on about the same for awhile. We conducted our Market Time searches. Part of our job was to check suspicious craft and junks, some of them filled to the brim with fish. Echh, the smell of all those fish, day after day, was almost too much for me.

Then one day, THE letter arrived from "Big Red," the 360 computer at the Fort Worth National Bank. How could I have known that a little piece of paper would come to mean so much to me?

"Dear 3 29102," Big Red began his reply to my CO.

"Because, as your computer, I have processed your personal business, would you please not think me presumptuous if I should call you by your self-check digit, viz:

"Dear 2,

"When I think of those human types who are always gorging me with their programs and sometimes indigestible and confusing data, it is good to hear from someone who has been considerate of me. Thanks for writing me instead of THEM.

Card!

"My memory has been updated with your address, and until you tell me differently, all correspondence and data will be routed to you aboard 393.

"Fortunately, they have programmed me to please, and I aim to do just that—and to show you how much—I have called upon all my transistors to give everything I have. If that sounds a little shocking—well, that is just the way I am."

I *was* a little shocked in the beginning, as I read that bit over my commanding officer's shoulder, but I have come to the conclusion that I'll just have to accept Big Red the way he is—overactive transistors and all, you know what I mean?

Big Red continued: "My friends here at Fort Worth National have programmed me also to assure you that all of us, including people, give you and your men our full support and best wishes."

It was along about here that I began to feel that Big Red was not just another run-of-the-mill 360. He was something special.

Big Red closed with "My fellow computers, Ten and Old Blue join me in wishing you clean contacts, open channels, and fast thruput."

Isn't he just too much?

Then he signed his letter "Infalli°@cVKP& . . . cancel . . . Infallibly, Big Red, Sys 360-30, Data Processing Dept., Fort Worth National Bank."

Big Red's postscript is a little embarrassing to tell you about, but since you already know most of the story, I'll blushingly tell you the rest.

"P. S. Not being equipped with optical scanning, I have had the picture of 393 reduced to digital expression and stored in my memory bank. Say—393 really turns me on." (Aw, he's just saying that). "I am receiving signals from her superstructure 5 x 5." (Well!!). "Also, Old Blue wonders if she has a friend. Maybe 394."

Along with his letter, Big Red sent a picture of himself, and as soon as I saw it I knew. This was IT. I was bow over stern—I was hooked. Such clean, simple lines. Fascinating tape reels. What dials. Big Red is just . . . well, fabulous, that's all.

USS Haverfield (DER 393)

Of course, there were four young girls in the picture too, but I know Big Red just thinks of them as co-workers, nothing to be jealous about.

My commanding officer kept writing to Big Red, and I, of course, kept looking over his shoulder. He tried to arrange a contact for Old Blue with my sister ship USS *Camp* (DER 251), but I never did find out if they got together or not.

Incidentally, when my CO was describing *Camp* to Big Red he wrote that "While she may be a little older, and perhaps not quite as good-looking or as well built topside, she has a wonderful personality."

You probably think it's no business of mine to tell you about that, but if it's true—and it is—why shouldn't I let you know? You know what I mean?

Well, anyway, now you know why I was so sad when we pulled into Pearl Harbor. Here I am, a strictly seagoing gal, and there, miles and miles from any port, sits Big Red at the Fort Worth National Bank. A landlubber.

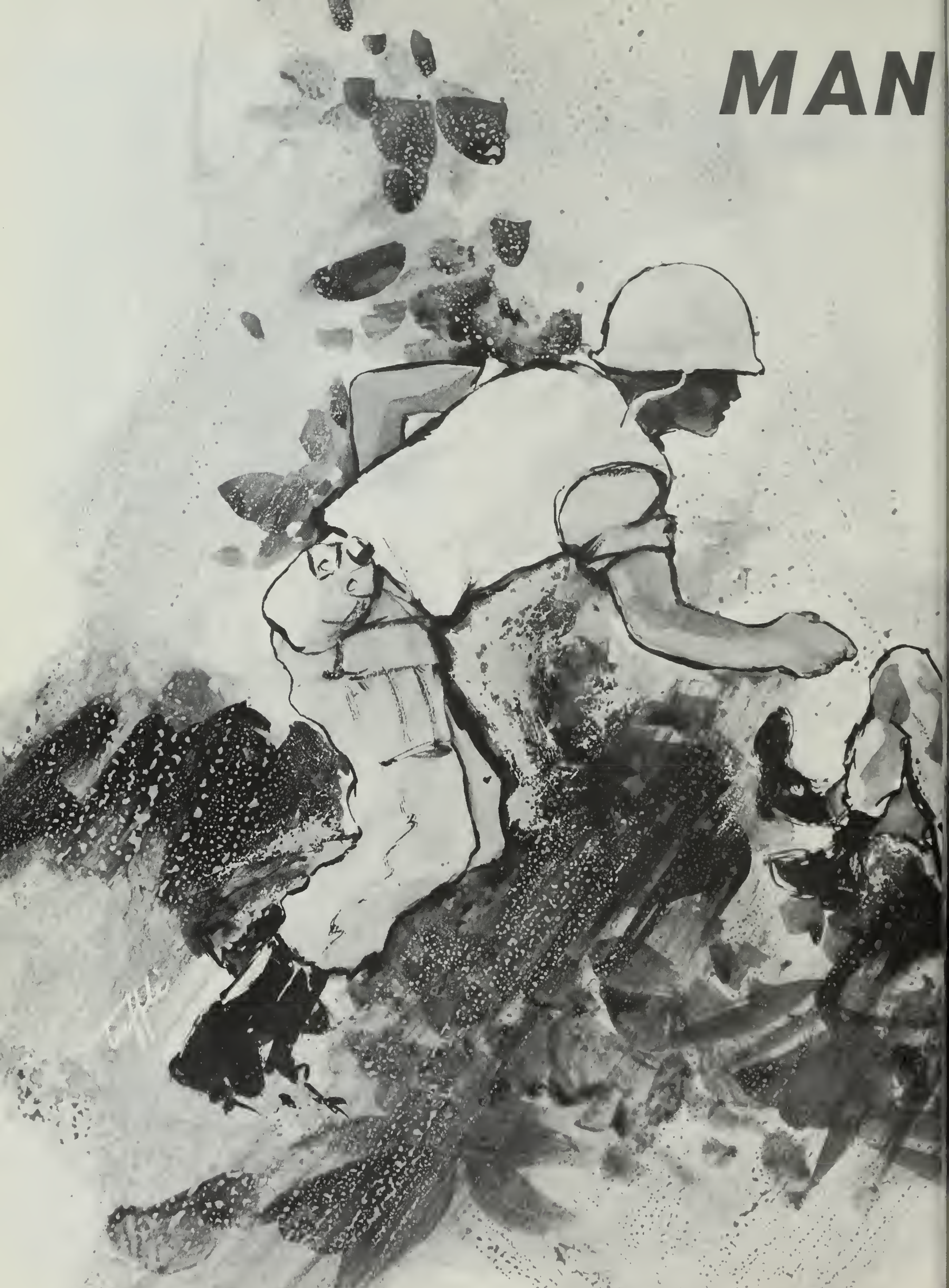
—Story by *USS Haverfield* (DER 393)
as told to Jim Teague, JOC, USN.

Haverfield officers discuss saga of Big Red and "393"

A letter to Big Red

Big Red and his crewmembers

MAN



OF FAITH
MAN OF VALOR

On the first floor in the building that houses the Navy Chaplains' School at the Newport Naval Base is the Capodanno Memorial Chapel. It was dedicated in honor of Lieutenant Vincent R. Capodanno, USNR, first Navy chaplain to die in Vietnam.

His death was a brave death. And as a result, earlier this year he was awarded the Medal of Honor, the second awarded chaplains for service in Vietnam.

The other recipient was Captain Angelo J. Liteky, U. S. Army Chaplain Corps. Now assigned to the U. S. Army Garrison, Fort Bragg, N. C., Chaplain Liteky was serving with a company of the 199th Light Infantry Brigade engaged in heavy fighting in the Bien Hoa Province a few miles northeast of Saigon in December 1967.

Although wounded in the neck and foot, the chaplain courageously carried more than 20 casualties to a helicopter evacuation area, then, in the face of enemy fire, personally directed the landings and launchings of the medevacs. Meanwhile, he returned to the heat of battle and, moving through heavy enemy fire, administered last rites to dying infantrymen and continued to help wounded reach the landing zone.

Chaplain Capodanno was serving in the field also. As padre of the 3rd Battalion, 5th Marines, 1st Marine Division, he had been with the Corps in Vietnam for almost 20 months, just two months short of the total time he was to serve in the Navy Chaplain Corps.

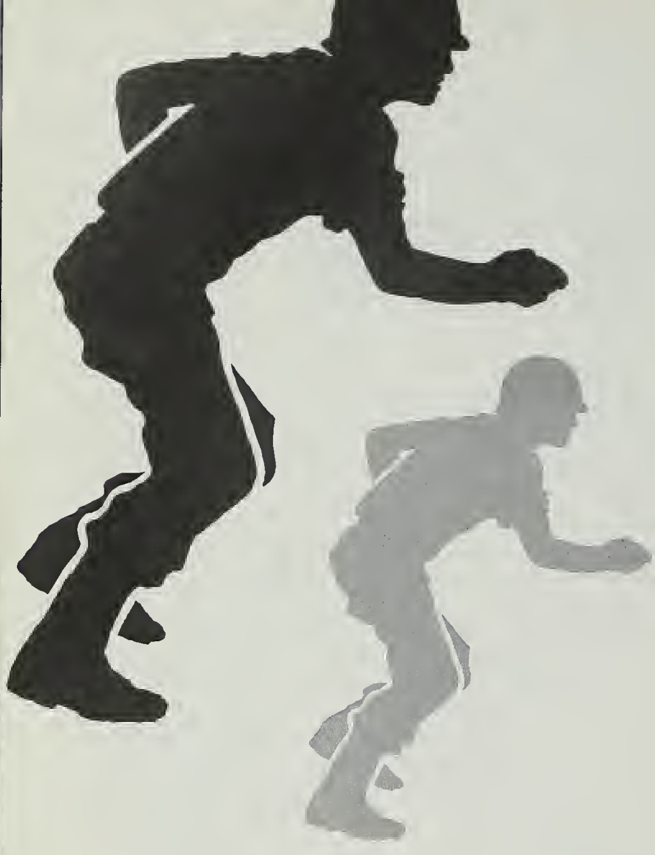
What he may have lacked in military service time, the 38-year-old priest made up for in experience and courage.

Before receiving his naval commission, as a Maryknoll Father he had worked with the foreign mission society in Taiwan and Hong Kong for nearly seven years. His knowledge of the Hakka dialect of the Chinese language was wide and he was familiar with oriental culture and philosophy, primarily through his association with the Cantonese and with aboriginal tribes on Formosa.

His hobby was reading, an appetite cultivated early in childhood.

Born on 13 Feb 1929 in Richmond County, N. Y., Chaplain Capodanno was one of nine children. He attended grade school at P. S. 44 on Staten Island and graduated from Curtis High School there in 1947. After studying at Fordham University in New York for a year, he entered Maryknoll Seminary College at Glen Ellyn, Ill. There he received his B. A. degree in 1953, after which he transferred to Maryknoll Seminary in Bedford, Mass., to study for the priesthood.

He became a priest in June 1957. The next seven years he devoted to missionary work in the Far East. Then he transferred to Honolulu where he applied for service with the Navy Chaplain Corps, ask-



ing specifically for an assignment with the Marines in Vietnam.

His appointment became effective on 4 Nov 1965 and he was ordered to active duty on 2 Jan 1966. After attending an indoctrination course at the Navy Chaplains' School, he underwent two weeks' instruction at the field medical service school at Camp Pendleton, Calif., before taking passage overseas to join the 1st Marine Division in the Republic of Vietnam.

During the time Chaplain Capodanno served in Vietnam he participated in eight military operations — Nevada, Montgomery, Mobile, Franklin Phase I, Fresno, Golden Fleece, Rio Blanco, and Swift. It was during the Swift Operation in the Quang Tin Province, about 25 miles south of Da Nang, that he was killed.

It happened in the late afternoon of 4 Sep 1967. Allied forces were embattled with major North Vietnamese Army troops on a hilly terrain surrounded by rice fields. To assist in the fight, several Marine companies, together with the command group of the 1st and 3rd Battalions, 5th Marines, with whom Chaplain Capodanno was serving, were flown to the battlefield by helicopter.

Their arrival temporarily scattered the enemy troops and drove them into well concealed cover. Consequently, action became a massive hide-and-seek operation covering an area about five miles in diameter. Involved often in savage hand-to-hand combat were two Marine battalions and an estimated three enemy regiments.

CHAPLAIN CAPODANNO was with the company command group that was scouring the rolling tropical countryside which showed evidence of long-standing Viet Cong control. There had been a dozen or so major engagements in the vicinity between April and September of that year.

Suddenly the advance platoon made contact on the crest of a low hill. The action which followed won some ground on the forward slope; however, the enemy was well dug in, carefully placed and camouflaged into the brush and hedgerows. The enemy appeared like walking bushes as they attacked the Marine positions.

When radio messages indicated the first platoon

As far as is known, Chaplain Capodanno is the sixth military chaplain to be awarded the Medal of Honor. More certainly, he was the first to be honored posthumously.

History records show three chaplains received the medal during the Civil War. Although the accounts on file with the Army Department do not indicate in which service they were assigned, they are listed as Chaplains John M. Whitehead, Francis B. Hall, and Milton A. Harvey.

In World War II, Commander Joseph Timothy O'Callahan, CHC, USNR, earned the fourth Medal of Honor. His courageous efforts in helping to save the carrier *USS Franklin* (CV 13) in 1945 after she was bombed by Japanese planes were said to have inspired the crew to return the crippled ship to port. (See ALL HANDS, November 1964, page 54, and December 1968, page 4.) After the war, Chaplain O'Callahan returned to Holy Cross College in Worcester, Mass., where he taught until his death in March 1964 at age 58.

Fifth to receive the Medal of Honor, and the only chaplain now living wearing the star-spangled, blue field ribbon of valor is Captain Angelo J. Liteky, U. S. Army Chaplain Corps, serving at Fort Bragg, N. C. Chaplain Liteky was honored for the courage he displayed in battle while serving with a unit of the 199th Light Infantry Brigade in Vietnam a year and a half ago.

The sixth to earn the MOH was Navy Chaplain Capodanno, whose story is told on this and preceding pages.

had engaged extensive forces and had to regroup, Chaplain Capodanno moved forward into the embattled area. His presence for those who needed encouragement and his confident display of priestly courage were, according to persons who observed, a truly moving experience to his young charges.

Sometimes crawling, sometimes running across an open field with little effort to seek cover, the Navy chaplain continuously attempted to get close enough to talk to Marines and to administer last rites where necessary. His action stimulated the men pinned down around him to hold their position against the nearly invisible, pressing foe. Often his words of encouragement and faith were heard clearly above the confusion of battle. The men were inspired to redouble their efforts as Chaplain Capodanno comforted the wounded and aided in guiding them to covered positions. Following his example, other Marines began to do the same.

One casualty recalled that without the chaplain's help in dragging him and his radio up the slope to cover, he would not have made it.

Chaplain Capodanno's strength seemed endless. Then, while moving from position to position in the face of concentrated enemy fire and bursting mortars, he was knocked to the ground by shrapnel.

One arm became useless. Still he did not falter. He neither looked for nor took cover but continued to comfort others.

Working his way forward, the chaplain found a critically wounded sergeant lying on an exposed position of the slope. In his concern for protecting the dying, which apparently was equaled only by his concern for the living, the chaplain reached across an open break in the bushes in the face of cross fire from two enemy machine guns, and handed the wounded sergeant's rifle to a weaponless Marine.

By this time, the 2nd Platoon had shifted to support the 1st Platoon heavily engaging camouflaged enemy troops advancing upon the company's right flank.

The chaplain moved in the direction of the heaviest fire. At every stop he comforted the injured as well as the men fighting. Arriving at the lower slope, he saw a Marine attempting to get a wounded Navy corpsman to cover. Just then the Marine detected an enemy machine gunner's move to within 15 meters of the small clutch of troops.

He took aim with his rifle but it jammed. Quickly he dove for cover, machine gun rounds crashing about him. He turned, saw Chaplain Capodanno and warned him of the gunner. But the chaplain immediately moved at a dash from a crouched position directly toward the corpsman, drawing the enemy gunner's fire.

Lieutenant Vincent R. Capodanno, at right, in uniform and in combat dress, below. Above, the seal of the U. S. Navy Chaplain Corps.

When the battle ended, Chaplain Capodanno was found dead of multiple bullet wounds. He was inches away from the mortally wounded corpsman.

According to his commanding officer, the chaplain had expressed his intent to go with Company M on their next operation and stay until he knew the men as well as those in the other companies in the 3rd Battalion.

The pattern was much the same wherever he went. He would move to within enemy firing range because he knew that was where he was needed.

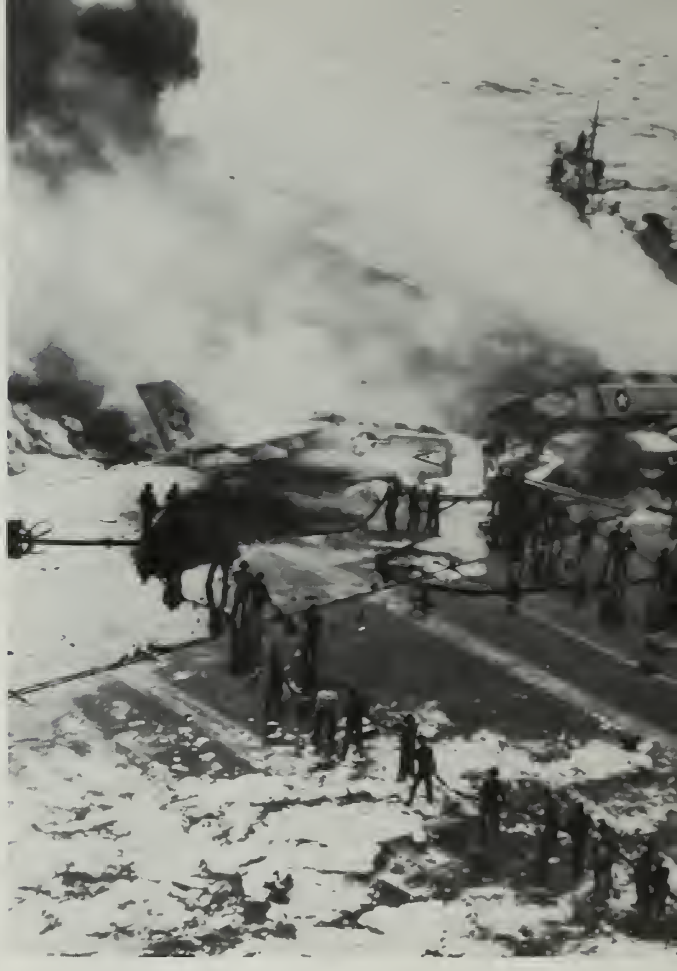
Those Marines who were on the Vietnam hillside in his final hour have concluded that Chaplain Capodanno's last act was to aid the dying corpsman either by dragging him to nearby cover or to protect the corpsman with his body.

The chaplain knew of the machine gunner, yet he valiantly strove to prevent the death of a fellow human.

He gave his life in the attempt.

—Marc Whetstone, Chief Journalist, USN.

Destroyer USS Rogers maneuvers alongside Enterprise to help fight fire on the flight deck.



USS Enterprise:

BACK INTO ACTION

IT SEEMED LIKE a routine operational readiness inspection. Observers from the Fleet Training Group had stationed themselves throughout the ship to take notes on the crew's response to a general quarters drill.

Almost no one in the crew knew the time that GQ was scheduled to be sounded, but rumor had it the alarm would go off at 0830 — some 10 minutes away.

The big carrier began turning to port to take advantage of the wind for aircraft launch. Men began drifting toward their GQ stations.

Then it happened.

The exhaust from a jet starter cart apparently overheated a *Zuni* rocket attached to the wing of an aircraft. The rocket exploded and touched off a fire which rolled across the flight deck, igniting bombs and rockets on planes parked nearby. USS *Enterprise* (CVAN 65) was in big trouble.

Explosions tore three big holes through the two-inch-thick steel flight deck. One of the holes went down through two decks and the fantail, and out the stern.

A 26-foot-long scar opened aft of the elevator near the landing safety officer's platform. A hole 15 feet in diameter marred the starboard side. Five-foot-long strips of twisted metal hung downward.

Seconds after the first explosion, general quarters was sounded and the fight to save *Enterprise* was underway.

The ship continued turning to port to take advantage of an 18-knot wind which pushed the flames toward the fantail and away from other aircraft and the island.

FIRE SPREAD and the explosions continued. Portions of the flight deck that had not been blown away buckled from the heat. A fin from an intact bomb fused to a radar assembly 100 feet above.

Lieutenant (jg) Ronald Schneider, waiting to taxi his plane to the catapult, hit the deck, then got up and started running, and finally jumped into a catwalk. He looked around, saw burning fuel roll toward him, then jumped over the side and into the water 65 feet below. (He later was rescued by helicopter.)

An Air Force exchange pilot, Major John P. Hefferman, ran forward on the flight deck away from his *Phantom* jet. He turned around to look, but couldn't see his plane because it was in a wall of flame.

Hundreds of Navymen manned fire hoses. The air was thick with shrapnel. Many of the crewmen were wounded, but refused to stop fighting the fire. One hero after another stepped forward to clear the deck of unexploded ordnance.

Meanwhile, the destroyers USS *Rogers* (DD876) and USS *Stoddard* (DD 566) moved from two miles away to within 50 feet of the burning carrier and trained fire hoses on the blaze.

An HC-1 *Seasprite* helicopter, piloted by Lieu-

tenant Commander J. M. Harris, began to retrieve men who had jumped or were blown over the side. J. A. Zils, AMH2, jumped from the helicopter four times to rescue shipmates.

Fire began to spread inside the ship. A man below decks who had turned into his bunk after a night watch rolled out to get dressed. Turning to retrieve his trousers from the end of the bunk, he looked up and could see bright sunlight flooding his compartment through a hole in the overhead.

Water gushed through the master-at-arms shack and into the education and training office. Chief personnelman Walter Byrd tied a rope lifeline and led his crew down a ladder to the hangar deck.

Burned and wounded Navymen crowded the sick bay. Special battle dressing stations were set up throughout the ship. Repair parties stuffed more than 1000 OBA canisters into pillow cases and carried them to men fighting fire in compartments.

By 0900, 40 minutes after it started, the fire on the flight deck was under control (fires below deck were to burn for several hours).

Rogers and *Stoddard* broke off and teamed with USS *Bainbridge* (DLGN 25) to search for Navymen still in the water.

The *Enterprise* fire 70 miles south of Pearl Harbor on 14 Jan 1969 was costly, but could have been much worse. Twenty-seven Navymen were killed, and 85 injured. Fifteen jet fighter and attack aircraft were destroyed. *Enterprise* herself had damage estimated at upwards of $6 million. (The carrier's nuclear power plant was not involved in the accident.)

The ship made it back to Pearl Harbor approximately eight hours after the tragedy began to unfold. Fourteen of the carrier pilots, airborne at the time of the fire, had landed at NAS Barbers Point and were waiting on the pier, as were ambulances, emergency crews and investigators.

Tripler Army Medical Center, some five minutes away by ambulance, had been on mass casualty alert since word of the fire was first received, and already had admitted 46 patients moved off the ship by helicopter. Nineteen others were moved to the hospital by ambulance after the carrier docked.

Most of the injuries were burns and shrapnel wounds. Among those not considered seriously injured was a man who walked out of the ambulance and into the hospital with a piece of shrapnel imbedded in his left shoulder.

Arrangements were made for 10 of the injured to be airlifted to Brooke Army Medical Center, San Antonio, Tex., a hospital which specializes in the treatment of burns.

A Tripler spokesman was quick to praise the *Enterprise* doctors, corpsmen and first aid teams: "The patients came in beautifully wrapped; this indicates the sick bay was operating very well."

By late evening, special phone lines had been rigged on the carrier's hangar deck so that crewmembers could contact their families. Commander Gordon S. Peterson, the communications officer, also worked with his men on 5000 *MARSgrams* (Military Affiliate Radio System) to *Enterprise* families, to, in his words, "let them know how everything is."

The ship's administrative and personnel offices had the unpleasant duty of preparing a list of dead and injured. Chaplains and casualty assistance officers moved quickly to meet with the next of kin.

Before time had a chance to dim the crew's recollections, Rear Admiral Malcolm W. Cagle, embarked on board *Enterprise* as Commander, Carrier Division One, began to investigate the cause of the fire. Statements were taken as the ship returned to port and, ashore, a board of investigation was established under Rear Admiral Frederick A. Bardshar, Commander, Carrier Division Seven.

Representatives from naval shipyards throughout the United States converged on the carrier to assess damage and make recommendations for repair.

Two weeks after the fire, a preliminary report on the cause said an air-to-ground *Zuni* rocket attached to the wing of a plane apparently exploded after being overheated by the exhaust of a jet starter cart. The finding is tentative, pending further inquiries.

Advanced firefighting systems installed in *Enterprise* were an important factor in controlling the fire and lessening its effect. Also, what was immediately clear was that the *Enterprise* tragedy would have been more serious had it not been for individual acts of bravery and quick, sure damage control by the carrier Navymen.

Chief Warrant Officer Jim Helton said his men "did a tremendous job of controlling the fire – we hit it with everything we could get our hands on." Another officer, obviously proud of the *Enterprise* crew, said "I knew they were good, but I didn't know they were that good."

Damage control experts believe the *Enterprise* crewmen were able to handle the fire and save the ship only because they had proper training and equipment.

MORE THAN 90 per cent of the men had attended firefighting school during the preceding six months. They had spent many hours at general quarters drill, and had fought numerous simulated fires.

Retired Vice Admiral Gerald F. Bogan, who visited the big carrier a week before the fire, stated that he had "never seen a crew that was better trained or operated better than this one." (During World War II, ADM Bogan was on board the carrier USS *Franklin* when it was attacked by kamikaze planes.)

Admiral John J. Hyland, Commander in Chief, U. S. Pacific Fleet, also was impressed with the *Enterprise* crew: "They did the right things very quickly and very courageously. Many young heroes in that ship came forward and repeatedly accepted situations that were gravely dangerous. They got it under control, and then got it extinguished in a remarkably short time."

Two Pearl Harbor shipyard crews worked 12-hour shifts to get the smoke-blackened ship back in condition. Today *Enterprise* is back at sea.

—Al Shackelford, Chief Journalist, USN.

The Carrier: A Basic Program For Safety and Endurance

On the preceding pages, you have read an on-the-scene report of the fire aboard the attack carrier USS Enterprise *(CVAN 65). The speedy action and heroism of the crew deserve recognition, and the endurance of the carrier itself to withstand the destructive power of a potent weapon is a point which should not be forgotten.*

The following account is excerpted from a report prepared by the Fleet Operations and Readiness experts in the Office of the Chief of Naval Operations. It is a concise summary of the basic philosophy surrounding the role of the Navy's mobile air bases and the continuing program to carry out their mission and to ensure the safety of the crews against potential hazards.

MODERN ATTACK aircraft carriers with their embarked aircraft represent the most powerful warships ever built. They are essentially offensive weapon systems designed to conduct strike operations against an enemy in a combat environment. Although the inherent mobility of the carrier makes it a difficult target for an enemy to find and attack, carriers are nevertheless designed to absorb damage from enemy action with minimum disruption to operational capability. In this sense, carriers are extremely tough ships.

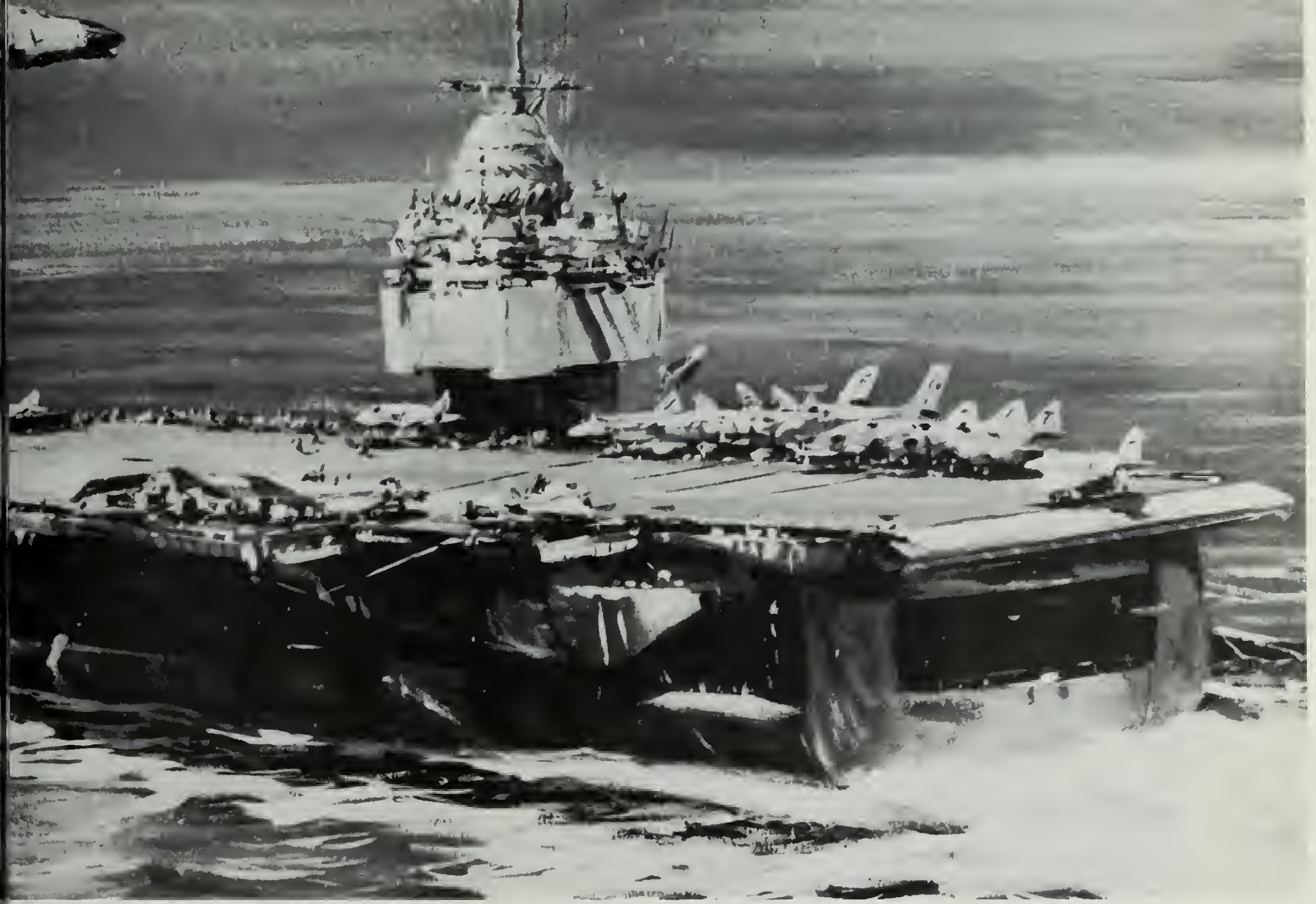
No attack carrier built during WWII or subsequently has ever been lost to enemy action or to any other cause.

- The *Essex* class, five of which are still in service as attack carriers and seven serving in the ASW role, fought through the air attacks and kamikazes of WWII.
- The more modern attack carriers, represented by the *Midway* class, the *Forrestal* class and the *Enterprise*, have had more extensive protective features, such as armored flight decks, incorporated in their design as the result of WWII experience.

The recent accidental fires and explosions aboard carriers demonstrate the hardness of the modern carrier.

- In the *Forrestal* incident in 1967, nine major caliber bombs detonated on her flight deck. Yet, *Forrestal* could have been repaired by her on-board damage control and repair parties to the extent where flight operations could have been resumed.
- In the case of the recent *Enterprise* fire, again the flight deck was wracked by a number of major explosions, and yet the ship could have resumed her scheduled air operations within hours, as soon as the debris was cleared from the after end of the flight deck.

THE FEATURE OF AN ATTACK CARRIER which provides it with its unique mobility is its combination of tremendous offensive capability and integral logistics support. It is a floating air base, complete with air-



Painting by John Steel, made available by U. S. Navy Combat Art Center, shows Enterprise underway at Yankee Station.

craft and the ordnance and jet fuel required to fly them, plus the men required to operate and maintain them, and the facilities to house and feed those men.

Because all of this is packed into the limited confines of the ship's hull, the carrier represents a tight concentration of essentially dangerous elements. On a shore base, the aviation fuel and air ordnance are widely dispersed.

Thus the carrier's great advantage, its mobile, logistically independent base, contributes to the potential danger, where a small fire or explosion, if not quickly controlled, can cause a conflagration.

This is the trade-off the carrier pays for its ability to provide strategic and tactical response unmatched by any other tactical air system, and a capability essential to the national interests of the United States.

Hazards associated with accidental aviation fuel fires and ordnance detonations are not unique to carriers, or to ships for that matter. They are prevalent wherever fuel or explosives are handled, particularly in large concentrated quantities. Catastrophes involving planes, fuel, and bombs have occurred ashore such as that at Bien Hoa in Vietnam, and land bases in the United States.

THE NAVY HAS, as have the other services, long experience in the handling of explosives and, as a consequence, a deep and realistic concern for the dangers involved. Munitions are intended for use against an enemy, and their purpose is to destroy. The Navy conducts an active, continuing program to reduce the possibility of any accidental explosion aboard ship.

This program extends from initial design of new weapons to their handling and employment in combat, with the objective of making them effective in combat and safe for our own people to store, load and deliver.

The war in Vietnam has resulted in accelerated weapons development and a vastly increased tempo of operations. Accidents have occurred which have resulted in damage to ships and aircraft and in the loss of life, notably those aboard USS *Oriskany*, *Forrestal*, and most recently *Enterprise*. An important point to remember is that these incidents are highlighted by the fact that our carriers have never suffered damage from enemy action. They have the ability to strike the enemy from beyond the range of hostile fire.

Each of the foregoing incidents has triggered a detailed and painstaking investigation into the causes and the possible remedies. As a consequence, many improvements in weapons design and damage control, have been initiated or incorporated in our ships.

The captain of *Enterprise* has stated that the damage aboard his ship might have been much more extensive had not his crew had the benefit of the lessons learned in the *Oriskany* and *Forrestal* experiences.

The Navy is making progress in reducing the potential hazards. The Navy will continue to place the highest priority on reducing these hazards to the minimum level possible, both for the weapons of today and those which will be introduced in the future.

FOR NETHERLANDS NAVYMEN—

A ROYAL WELCOME

SEVEN PROVINCES joined Hampton Roads, Va., recently—but there was no change in topography.

De Zeven Provincien, a Royal Netherlands Navy guided missile cruiser named for the Netherlands' seven united provinces, arrived in February for a three-day informal visit.

Just what do visiting Navymen do when their ship pulls into the Chesapeake Tidewater? To find out some of the answers, Photographer's Mate 2nd Class Tim Davis quickly befriended the Dutchmen and joined up with their on-ship and off-ship activities.

Tim, assigned to the Combat Camera Group Atlantic in Norfolk, needed a day off to recover, following a whirlwind weekend of shooting and a day in the lab processing and printing. "Those guys love to tour and one needs sturdy legs to catch up with them," Tim commented.

The roving photographer not only caught up with the Dutchmen but he also brought back photographs of the exciting weekend.

The photographs cover only a portion of the visitors' activities, Tim confessed—after all, the 21,160-ton cruiser carries a crew of 780 officers and enlisted men.

A former training cruiser, commissioned in 1953, *De Zeven Provincien* was designated a guided missile cruiser in August 1964 following a two-year conversion. She mounts *Terrier* guided missiles.

Photos clockwise from upper left: (1) Miss Norfolk and Miss Hospitality come aboard the Royal Netherlands cruiser *De Zeven Provincien* to extend the community's welcome. (2) Dutch crewmembers secure the ship prior to liberty call. (3) The guided missile cruiser *De Zeven Provincien.* (4) USS *Norfolk* crewman and *De Zeven Provincien* crewmember share laugh. USS *Norfolk* was host ship during the cruiser's stay. (5) Dutch sailor tosses a line to handlers on the pier. (6) A Royal Netherlands naval officer bids farewell to Norfolk.

C 802

Marine

Two Ways to Shatter a

HERE'S A PREDICTION we hope doesn't come true:

Five hundred of your shipmates will be KILLED—in off-duty motor vehicle accidents this year—UNLESS we (and that includes you) drastically alter our driving practices.

That figure is two and one-half times the rate at which members of the general public drive themselves to death. It is as many as will be killed in all other types of accidents in the Navy combined—including aviation. We have a problem, but it is one we can lick if we all work on it.

When an individual is on liberty or leave he makes his own decisions about his personal actions, and then must accept the results of these actions. But if he had an appreciation of what could happen, or if he had a crystal ball with which to look into the future, maybe he would do things differently.

Promising Career

OR

CRACKED GLASS

Since the vertical hold on our crystal ball is out of kilter today, we will use past experience to predict the future. Statistics tell us that two things cause most traffic deaths. They are twin killers, alcohol and speed.

The more we know about an enemy, the more effective our defense and attack against him will be. A better knowledge of the effects of alcohol and speed will help us to protect ourselves and avoid needless deaths and suffering.

Concerning alcohol . . . About the same amount of alcohol is in a 12-ounce can or bottle of beer, or in a drink containing one ounce of whiskey, rum, gin, vodka or brandy. Alcohol, unlike most foods, does not have to be digested before the body can use it. It is absorbed directly into the blood through the stomach and intestines in its original form, and the blood carries it to all tissues in the body.

What Do You Know About the Big "A"?

LET THE FACTS speak for themselves. Alcohol acts like an anesthetic—with the brain being the first part of the body affected. The more alcohol consumed, the greater the effect. As the brain is put to sleep, other effects show.

First there is an impairment of judgment, relaxation of inhibitions and an effect on memory. This is followed by loss of coordination, evidenced by slurred speech and lessening of hearing and seeing abilities. Then comes stumbling and falling and finally coma.

The body eventually rids itself of alcohol. Ten per cent is disposed of through body eliminations.

The other 90 per cent must be oxidized by the liver. It is first changed into acetaldehyde (very poisonous), then into acetate (the acid in vinegar), then to water and carbon dioxide.

CRACKED GLASS

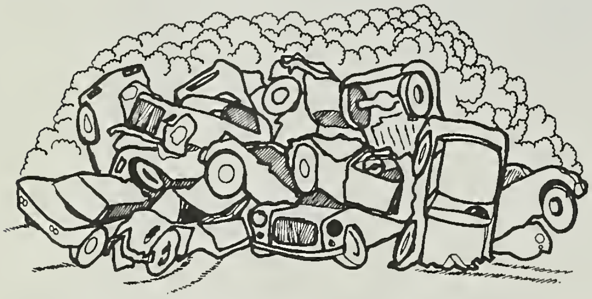
Capacity: An Ounce an Hour

Alcohol is processed by the body at a constant rate—one ounce an hour. This process CANNOT be speeded up by black coffee, cold showers or physical exertion. Anytime anyone resorts to these measures to sober up, he is only turning a sleepy drunk into a wide-awake drunk—who would probably be better off asleep. At least he would not cause trouble or run the risk of being involved in an accident.

Some people have the idea that if the stomach is coated with cream, butter or fat before drinking, they will not get intoxicated. Not so. The coating only delays the alcohol from entering the bloodstream so it may take a little longer before the effects show. The ultimate effect is the same.

The Difference Lies in the Weight

It is true that some individuals can drink more than others before they reach the same degree of intoxication. The difference lies in the weight of the individual.



For instance, a person weighing 160 pounds may have the alcohol of four drinks (or cans of beer) in his system and still be slightly below the limit where he would be charged by police as "driving under the influence."

A 200-pound person can stand one more. However, this does not mean that he is sober. Even one drink or one beer causes some impairment of ability. Any degree of intoxication is maintained at that level by taking just one drink per hour because it takes the body an hour to dispose of the alcohol in one drink.

Take another example. If a 160-pound person consumes five cans of beer in one hour, then one can per hour for the next five hours, he is just as drunk at the end of six hours as he was at the end of the first hour—and he is six or seven hours away from being able to drive a car without being considered "under the influence."

Take Your Choice

When you go out for a social evening, do you have a plan on how to get back to the ship or base? To be safe, there are only three choices:

- Decide that one person in your car (who can drive) will not drink.
- Use public transportation (cab, train, bus), or
- Arrange to have some other person take you home.

If you ride with a driver who has been drinking, consider the risk you may be taking. Even if you are sober you can wind up just as dead—if you ride with a drunken driver.

It may sound trite to say it, but a car can be just as much an instrument of death or injury as a loaded gun. The smart individual should object to riding with a drunken driver just as strenuously as he would object to having someone point a loaded gun at him.

When Medicine Can Be Fatal

If medicines or a doctor's prescriptions are used along with alcohol, the effects can result in death. In such cases the effects do not merely add together—they MULTIPLY.

Are you taking cough medicine? (Some kinds are much more dangerous than others.) Antihistamines for hay fever or cold symptoms? Barbiturates to make you sleep? Pep pills to keep you awake?

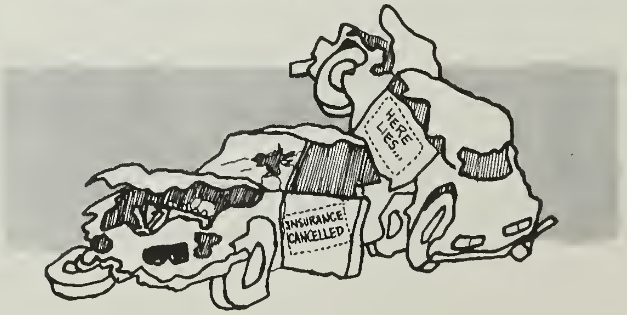
If the answer is "yes" to any of the last four questions, recognize the fact that, whether prescribed by a doctor or not, you are taking drugs. In such cases, the best advice is "Don't drink."

The level of intoxication we have been talking about is 0.10 per cent alcohol in the bloodstream. At this level or higher a person can be charged with driving while intoxicated in many states. In some states the level is 0.15.

But blood levels of over 0.04 per cent, the statistics show, are definitely associated with increased accident involvement. When the level reaches 0.06, the probability of causing an accident is twice that of the no-alcohol level. At 0.10 the probability is six times greater; and at 0.15 it is 25 times greater.

Another Liberty Killer

About speed—If we had an instrument on our dashboard to tell us the distance in feet it would



take us to stop, it might be more significant than the speedometer. Stopping distance for a car is made up of two factors:

- the distance we travel from the point we recognize a danger until we get our foot on the brake (reaction time) and,
- the distance it takes the brakes to stop the car.

The average reaction time is three-quarters of a second.

When you are following another car, the general rule is to stay one car length behind for every 10 miles of speed. What is not generally known is that you should never figure less than 20 feet for any car—small cars included.

At 65 miles per hour it takes 317 feet to stop a car. *That's longer than a football field!*

Even at 20 miles per hour the stopping distance is 44 feet—the height of a four-story building. The chances of death or injury increase with the speed of the car.

At 80 miles per hour the chances of survival are practically zilch. Study the chart below. The knowledge you gain may save someone's life, even your own.

Stopping Distances (in feet)

Speed	Reaction Distance	Braking Distance	Total Distance
20	22	22	44
25	28	31	59
30	33	45	78
35	39	58	97
40	44	80	124
45	50	103	153
50	55	131	186
55	61	165	226
60	66	202	268
65	72	245	317
70	77	295	372
75	83	353	436
80	89	420	509

Potted, Pooped and Planted

If you think you have better-than-average reaction time, look at the column of distance for reaction time in the chart. Yours could be twice as fast as the average and you could still charge up the tailpipe of the car ahead. For example, at 60 miles per hour the man with fast reaction may have saved 33 feet—but he still traveled 235 feet, and who can judge the following distance accurately?

Here's a shocking item to consider:

When you see the stoplights of the car ahead flash on, your reaction distance is wiped out. Only if you react *at the same instant* as the driver ahead can you stop with a safe distance between you. If his reaction time is better than yours, you've had it. Stay back. Don't tailgate.

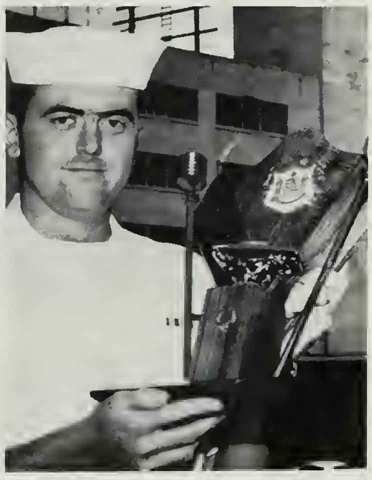
How fast can you safely drive at night? Headlights on high beam carry 300 feet. That means the absolute limit is about 63 miles per hour—for the driver who is alert, and has good vision and reaction time.

Alcohol and Speed: the combination is deadly.

The same is true of fatigue and speed. If it takes just one second longer to recognize a hazard and get your foot on the brake, at 60 miles per hour you will have traveled an extra 66 feet, over three car lengths, with tragic results.

It may sound square, but it's the only sound advice: If you are sleepy or have been drinking, keep away from behind the wheel.

Award-Winning Driver



One of Navy's Top Drivers, Opticalman 1st Class Robert J. Ten Eick, USN.

Opticalman 1st Class Robert J. Ten Eick, of the Pearl Harbor Submarine Base, has been named the safest driver in the 14th Naval District.

In competition with the top group of finalists among enlisted Navymen and Marines, he won the Safe Driver of the Year award, following a careful screening by the District Safe Driving Council.

Petty officer Ten Eick was first nominated when he completed 5000 miles of safe off-duty driving during 1968. He received the highest total score on the rigid driving skill test, which was patterned after the annual American Trucking Association National Rodeo. He also scored in the 50-question written exam based on the city and county traffic codes, the *Navy Driver's Handbook* and safe driving experience.

The sailor received a large engraved trophy of koa wood and bronze, from Rear Admiral Fred E. Bakutis, COM 14, in ceremonies at Pearl Harbor.

Admiral Bakutis presented similar trophies to second place winner Equipment Operator 2nd Class Daniel J. McCool, Jr., of Oahu Naval Ammunition Depot, and to third place winner Engineman 1st Class John T. Ray, of the Honolulu Naval Communication Station.

An Instructor's Billet

What's In For Me?

Have you thought about the advantages of instructor duty? There are many rewarding factors, not only to the Navy, but also to you as an individual. These points are made in the following article by Dr. J. C. Lang, who has long been associated with the Navy's training program and is an authority in the field of education. He is currently serving in the Bureau of Naval Personnel as Assistant for Instruction on the staff of the Assistant Chief of Naval Personnel for Education and Training.

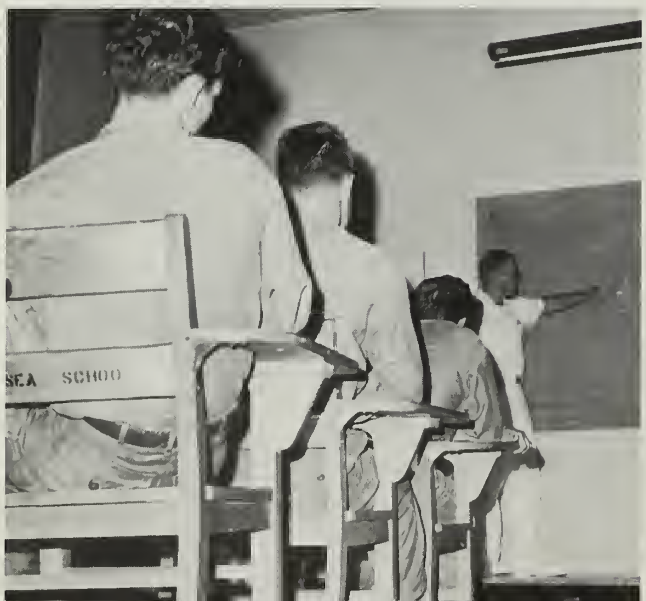
A "WHAT'S-IN-IT-FOR-ME?" attitude is not necessarily opposed to the best interests of the Navy.

This is particularly so when it involves a tour as an instructor at one of the Navy's many schools. The advantages of such a tour to the individual are so rewarding that each man looking forward to shore duty should give long and serious consideration to requesting a teaching assignment.

Not least of the long-range opportunities is preparation for a second career.

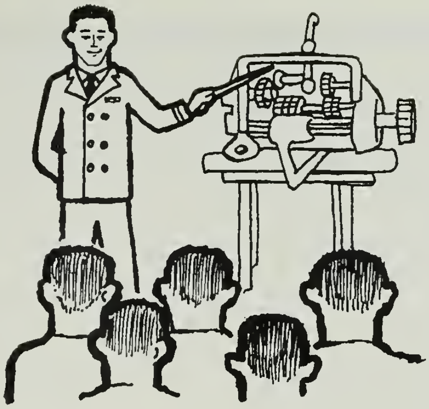
Many are the discussions about completing 20 years and retirement. Yet, how unfortunately shortsighted are the Navymen who do not prepare themselves for civilian occupations to augment retirement income, usually at a time when their children are of college age, and when family medical and dental needs frequently exceed available resources. In fact, at precisely that period of life when the civilian has reached the peak of income, the retired military man finds his annual earnings curtailed unless he can supplement his retirement pay substantially.

Teachers are in great demand throughout this nation at all educational levels. There appears to be no easing of the shortage as population projections indicate increasing numbers of youth to be educated.



THE NAVY INSTRUCTOR is well on the way to putting another arrow to his bow as he acquires teaching

It



experience. *Moreover, many school authorities give teaching experience credit for the time spent as a Navy instructor, thereby enhancing entry salary opportunities.*

Most civilian teaching positions require college degrees. This need not be a formidable obstacle. The shore-based Navy instructor can take college work as a part-time student during evenings and/or Saturdays at nearby colleges, often taking advantage of the G.I. Bill inservice provisions. In some locations, college extension courses are offered at naval bases and at nearby high schools.

Many career Navymen have followed this path to college degrees in preparation for a variety of civilian positions, including teaching. The Navy instructor who takes off-duty course work is not only enhancing his professional career, but also is increasing his teaching effectiveness for potential application after retirement.

The acquisition of communication skills through teaching experience in the Navy also provides an important element of self-confidence, which has carry-over in *all* aspects of leadership within and outside the service.

THE NAVAL LEADER who has "platform fright" and who lacks self-confidence in expressing himself is operating with less than "all boilers lighted off." He is shortchanging his men, his country, and himself.

The Navy instructor is taught how to organize material and has been given extensive training and experience in platform presentations at a naval instructor's school. Thus, he gains confidence based on a firm background of successful teaching experiences. To help instructors become skillful communicators, they are taught and coached in the best ways of imparting knowledge of technical matters which they have acquired on the job to their students.

In the civilian job market the personal interview, and a well organized and carefully written career profile are devices used by personnel directors to discover potential talent. The experienced Navy instructor knows how to organize and present such material in a manner which will best sell himself.

In order to teach a subject well, one must have, of course, a thorough mastery of the subject content. The opportunity to teach presents an opportunity for further learning. Teaching sharpens the human mind—which can so easily become dulled by repetitious tasks. Through teaching, the instructor can keep abreast readily of innovations—both in teaching and educational technology, and in the technology of his specialty or subject area.

For those who complain from time to time (with more or less validity) about the proficiencies of school graduates being sent to the Fleet, serving as an instructor can present the unique opportunity to help turn out a "better product."

An instructor fresh from the Fleet contributes *firsthand* information to his students. Interplay between students and seasoned instructors benefits both groups and is an important source of communication and feedback between the Fleet and the schools which is used both in the improvement of curricula and in the refinement of instructional techniques.

The Navy pioneered in providing extensive opportunities for highly deserving and carefully selected career petty officers to go to college full time, and has also provided opportunities for graduate study leading to advanced degrees.

A project now underway offers qualified career petty officers an opportunity to earn a two-year associate degree while attending college full time and receiving full Navy pay in addition to tuition costs (see ALL HANDS, December 1967, page 58). The Navy instructor who pursues such programs in response to the needs of the service can also be meeting his personal needs by preparing himself for a second rewarding career—that of a teacher.

SERVICESCOPE

Brief news items about other services and government agencies.

COAST GUARD PATROL—Cutter *Point Hudson* is shown in her battle colors during patrol on the Saigon River.

On the sun-bleached desert at White Sands, N. Mex., the Army "cold soaked" a battlefield missile to 40 degrees below zero, then fired it to see what effect the low temperature would have on the missile's operation.

To reach the sub-zero temperature, far below that normally expected in combat, the 20-foot, 3300-pound *Lance* missile was cooled in a mobile refrigeration shelter which was removed just before launch.

Capable of carrying either a nuclear or conventional warhead, the *Lance* can be air-dropped and rapidly set up by a six-man team. It is the first Army missile to use prepackaged, storable propellants, according to project designers at the Army Missile Command, Redstone Arsenal, Ala.

* * *

The U. S. Coast Guard's Automated Merchant Vessel Report System, known as AMVER, is celebrating its 10th anniversary.

AMVER is a maritime mutual assistance program which provides aid to the development and coordination of search and rescue efforts in the offshore areas of the world.

Several thousand merchant vessels are sailing the oceans at any one time. Each of these vessels has the potential for early arrival at the scene of a maritime disaster.

The purpose of AMVER is to make possible maximum efficiency in coordinating assistance offered by merchant vessels to save life and property at sea.

The basic element of the system is, of course, a computer.

Merchant vessels of all nations have been encouraged to send voluntarily movement reports and periodic position reports to the AMVER center, located at the Port of New York.

This information is entered into the AMVER computer, which maintains dead reckoning positions for the ships.

The initial, or sailing report, is usually sent at departure, or soon after, and includes such information as date and time of sailing, route to be taken, speed of the vessel, its destination, and the estimated time of arrival at destination. Other pertinent information, such as whether or not there is a doctor on board, is also transmitted.

Position reports are sent as the vessel progresses on its voyage, usually at intervals of 15 degrees latitude or longitude. Ships participating in the World Meteorological Organization's weather reporting program need not provide position reports, since their positions are verified from the weather messages they transmit.

The AMVER reports from ships at sea are relayed by various radio stations to the AMVER center in New York. Radio stations in nine different countries presently make up the AMVER communications network.

When an emergency occurs, the computer predicts the location and capability of vessels suitable for providing assistance, and this information is made immediately available to search and rescue coordinators. Vessel positions are released only for purposes of maritime safety.

* * *

Pull the trigger on the M16 rifle and fire bullets. Move your trigger finger forward and launch a 40-mm grenade.

Army infantrymen will be able to do this after attaching to their M16s the AA1 grenade launcher now under development.

The launcher is a single-shot, spring-loaded mechanism which weighs less than three pounds, but fires 40-mm rounds with the range, accuracy and muzzle velocity of larger weapons.

Attached to the M16, it gives one rifleman a new capability for both point and area fire.

The AA1 was developed by the Army Weapons Command, Rock Island, Ill. It is scheduled for use in 1970.

* * *

The Military Airlift Command recently reached a milestone in its impressive 20-year history. One of its units, the 61st Military Airlift Wing, completed its 800,000th hour of accident-free flying at Hickam AFB, Hawaii.

For a single airplane to accomplish this feat, it would have had to begin its flight in the year of 1877, 26 years before the Wright brothers first flew at Kitty Hawk, and fly 24 hours a day, year after year, without a mishap—a total of 91 years, two months, six and one-half days of flying.

The 800,000 hour was logged by a C-124 *Globe-*

master just before it landed at Hickam after a flight to Vietnam. Men of the 61st wing began piling up the current string of accident-free flying hours in June 1956. In the past 12 years, wing planes have flown more than 160 million miles—enough to make some 330 round trips to the moon. The state of Hawaii had reason to be especially proud of this record, since six of the eight crewmembers aboard the record flight were natives of the 50th state.

The 61st wing has two flying squadrons, each equipped with 16 of the large C-124 *Globemasters.* The 50th Military Airlift Squadron is based at Hickam, while the 22nd MAS operates out of Tachikawa Air Base near Tokyo.

The wing, along with other MAC units, continually flies combat airlift missions into some of the smallest combat airfields in Southeast Asia. They deliver men and supplies to the fighting zones and, in turn, bring wounded and sick servicemen back to hospitals.

HAPPY HOIST — An HH-43 *Huskie* rescues an Air Force pilot after his ejection into South China Sea.

★ ★ ★

At Ft Bliss, Tex., the Army's recently activated air defense battalion is using the Vulcan Air Defense (VAD) system as its primary armament.

VAD was developed to defend ground troops against helicopters, subsonic missiles or low-flying aircraft. The system includes a six-barrel gun with rotating barrels which can fire as many as 3000 20-mm shells per minute.

The gun is mounted in the power-driven turret of an aluminum armored personnel carrier which is light enough to be airlifted and can travel in water and over rugged terrain.

The personnel carrier's turret can turn 360° in six seconds and the Vulcan gun can be elevated and lowered almost as quickly in an arc from 85 degrees above deck to five degrees below.

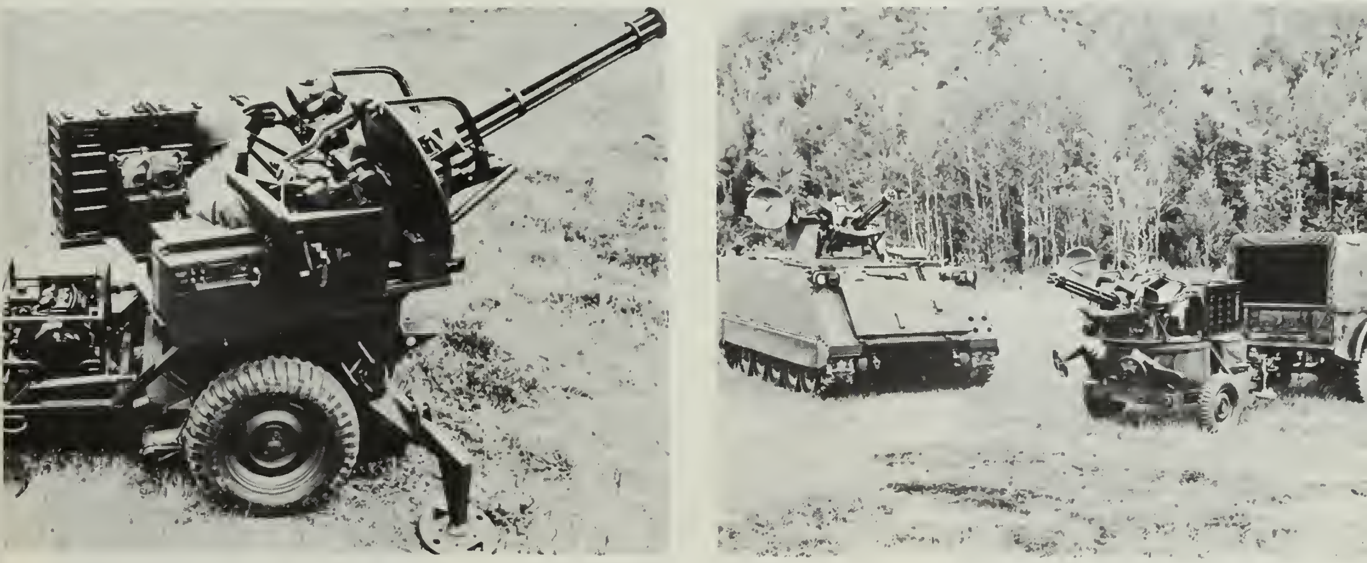
The weapon's fire control system employs radar, computers and optical sighting to locate the target which is tracked through a modernized version of the gyro lead-computing optical sight.

When the target is within range, a green light flashes and the gunner can then fire bursts of 10, 30, 60 or 100 rounds—whichever had previously been determined.

In addition to its antiaircraft possibilities, VAD can be used in Southeast Asia against surface targets on both land and water.

A smaller and lighter version of the Vulcan Air Defense System is also being developed to complement its big brother.

The mini-VAD will be towed by a truck and operated by two men rather than the four required for the larger version.



ARMY AIR DEFENSE—Self-propelled and towed versions of new air defense system indicate mobility of the unit.

today's navy

Oklahoma Repairmen

On board the guided missile light cruiser USS *Oklahoma City* (CLG 5), Seventh Fleet flagship, a large portion of the ship's repair work falls on the shoulders of her machine shop repairmen.

Led by Machinery Repairman 1st Class Larry R. Ferguson, the shop's six-man crew has been known to perform near miracles by creating replacement parts for damaged or worn machinery, such as bushings for radar antennas, unobtainable through the supply system.

The men in his shop, says Ferguson, possess a great deal of ingenuity. Sometimes spare parts are not available, particularly when the ship is at sea, so the machinery repairmen must fabricate them. While they may not always be identical in design to the original, the parts work, sometimes even better.

That's the opinion of Lieutenant Thomas H. F. McIlhenny, "A" Division Officer, under whose direction the machine shop operates. He is convinced that the only thing limiting his repair crew is the size of the ship machinery and its stock of equipment.

Even these two factors do not stop the men from completing some of the bigger jobs. Their philosophy is: If a piece of equipment is small enough to be carried to the shop, a solution for repairing it can usually be found.

One example of a recent jury rig is the repairs made on large valves with pitted, worn flanges (the flange is the part of the valve that is bolted to a pipe or another flange to form a seal). These valves, too large to be machined on the shop's lathes, were bolted to the base of a large drill press. A precision boring head was then inserted in the drill's spindle and the flange ground smooth.

According to Ferguson, this type of job normally would have been done in a shapyard or aboard a destroyer tender. Neither, however, was available at the time of need.

During *Oklahoma City's* two-year tour as Seventh Fleet flagship, she will steam about 200,000 miles. Standing ready to keep her on the line will be her machinery repairmen.

Silver on Guam

As part of the recently accelerated program to reclaim silver from the Navy's waste materials, several Navy photo labs have begun extracting dissolved silver from hypo, or "fixing" solutions used in developing photographic film. One lab alone recovers up to $2000 a year.

As you probably know, the emulsion side of photographic film is coated with silver halides which, when exposed to light and properly developed, turns to black metallic silver. Much of this silver ends up in the fixing solution as waste.

The Fleet Air Photographic Laboratory on Guam reclaims about $150 worth of pure silver per month.

Guam's photo lab has installed a process in which an electric current passes through a tank of used fixing solution and draws all of the silver to a rotating cathode. Periodically this cathode is withdrawn from the tank and the silver is removed.

Eventually, it may be used in the manufacturing of Navy equipment such as batteries and various electronic gear.

HI HO SILVER — This silver, approximately 99.7 per cent pure, was recovered by NAS Agana.

RIVER ASSAULT CRAFT TURNOVER—River assault craft transferred to South Vietnamese Navy head for home.

Safety Award to VP-2

When Patrol Squadron Two returns to Southeast Asia this year, its reputation for safe flying will be a major concern of all hands. They will be striving to maintain their accident-free record, which last year earned for them the Chief of Naval Operations Aviation Safety Award.

During the 1968 competitive period, VP-2 logged 11,706 accident-free flight hours — equivalent to almost 490 around-the-clock days of flying — while operating its SP-2H *Neptune* bombers from NAS Sangley Point, Republic of the Philippines, from various airfields in South Vietnam, and from its home base at NAS Whidbey Island, Wash.

Gitmo Celebrates Mardi Gras

Proceeds from a Mardi Gras-type celebration at Guantanamo Bay, Cuba, added an estimated $33,000 to the Naval Base Community Fund.

The money will be used for adult education programs, recreation facilities, and other projects aimed at making Gitmo a nicer place to live.

The Mardi Gras itself amounted to a four-day holiday last February for Gitmo's Navymen and dependents.

Of perhaps greatest interest was a penny-per-vote Mardi Gras Queen contest, which alone took in more than $11,000.

Other events included a parade with floats, a costume contest, and live music.

A 40-booth midway, rides, house of horrors, cotton candy, and many, many balloons, added to the carnival atmosphere.

River Craft Turned Over To South Vietnamese Forces

Twenty-five river assault craft were transferred from United States to Republic of Vietnam control during ceremonies on 1 Feb 1969 which marked the largest single such turnover to date.

Involved in the transfer were three Monitors, one Command and Communications Boat (CCB), eight Assault Support Patrol Boats (ASPBs), 13 Armored Troop Carriers (ATCs) and 400 U. S. and Republic of Vietnam Navymen.

DELTA CEREMONIES—U. S. & RVN Navymen salute during transfer.

The river assault craft, formerly used by the U. S. Mobile Riverine Force, go into two of South Vietnam's newly established River Assault Interdiction Divisions (RAIDs).

South Vietnam's Chief of Naval Operations, Commodore Tran Van Chon, officially accepted the river assault craft during ceremonies on board USS *Benewah* (APB 35) in the Mekong Delta. Vice Admiral Elmo R. Zumwalt, Jr., Commander of U. S. Naval Forces, Vietnam, represented the United States.

After the turnover documents were signed, American sailors on the boats hauled down the U. S. flags and Vietnamese Navymen stepped forward to raise the red and yellow colors of South Vietnam.

The Vietnamese crews already were experienced in river assault operations. The men also had received two weeks of class work and one month of on-the-job training.

The turnover of river assault craft and river patrol responsibilities was the latest in a series which began in June 1968. The Vietnamese Navy now has taken full responsibility for more than a dozen inland and coastal areas formerly patrolled exclusively by the U. S. Navy.

Most of the 200 American Navymen involved in the turnover have been transferred to instructor duty in Vietnamese Navy training programs, or reassigned to other U. S. units in South Vietnam. Those who were near the end of their Vietnamese tours received early transfers back to the United States.

—Story by Bill Bearden, JO1.
Photos by Ed Nelson, JOCS.

Changes in the Fleet

Four launchings and a commissioning were included in recent Fleet changes.

Launched were:

- *Blue Ridge* (LCC 19), first of a new design in the Amphibious Force Command Ship. She has an over-all length of 620 feet, an 83-foot beam, and a full-load displacement of 18,000 tons. Her maximum draft is 25 feet, five inches. She will be capable of speeds in excess of 20 knots.
- The tank landing ship *Manitowoc* (LST 1180), at Philadelphia, in a joint ceremony with *Blue Ridge*.

Manitowoc is 522 feet long, with an extreme beam of 68 feet. Her full-load displacement is 8400 tons, and she has a mean draft of 14 feet eight inches.

- *St. Louis* (LKA 116), an amphibious cargo ship, at Newport News, Va. Her over-all length is 575 feet, and she has a beam of 82 feet.

St. Louis will displace 18,600 tons fully loaded, with a draft of 25 feet, three inches.

- The escort destroyer *Sims* (DE 1059), at Westwego, La. The new ASW ship is 438 feet long, and has an extreme beam of 47 feet. Her full-load displacement will be about 4000 tons, with a maximum draft of 16 feet, three inches.

Commissioned was the amphibious cargo ship USS *Charleston* (LKA 113), at Newport News, Va.

She is the first of a new class of amphibious cargo ship. She has a helicopter landing platform on her stern, and two 70-ton booms with a wide operating area, which together will give her cargohandling power and versatility.

She is 575 feet long, with a beam of 82 feet, and a full-load displacement of 18,600 tons.

No Picnic for Safeguard

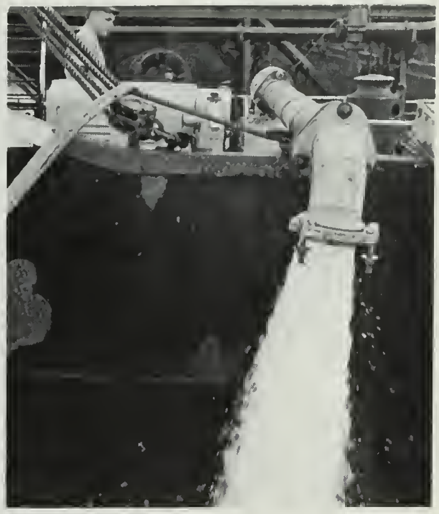
When the British tanker *Helisoma* entered Nha Trang Harbor, Viet Cong swimmers blasted a 10-foot hole in her hull below the waterline. She settled quickly onto the harbor floor, her port bunker tanks filled with both salt water and oil.

The job of salvaging her was given to USS *Safeguard* (ARS 25), one of the Pacific Fleet Service Force salvage ships assigned to the Vietnam area.

After surveying the damage, *Safeguard's* Ensign Steven Paschall designed a 10- by 14-foot wooden patch which the crew lowered into place and fitted to the tanker's hull.

Pumping operations within 48 hours had raised the tanker to where the patch, once 10 feet below the oily water, was visible on the surface. Then a more sturdy patch was installed and she proceeded to Singapore.

As salvage jobs go, this one went smoothly, but it was no picnic. *Safeguard* divers averaged between 16 and 20 hours a day on the job, making more than 45 50-minute dives during the operation.



Photos clockwise from above left: (1) British tanker Helisama after being mined. (2) Crewman of USS Safeguard (ARS 25) watches pump empty Helisama's bunker tanks. (3) Safeguard's commanding officer, LCDR C. Billings joins divers during repair work. (4) Safeguard's divers at work. (5) Giant patch covers a jagged hole in Helisama's hull. (6) Safeguard's commanding officer comes up after surveying damage.

Photo at left: Safeguard divers are helped by shipmates after taking their turn in the oily water. The British tanker was mined in Nha Trang Harbor.

Chaplains in Vietnam

"Noah built an altar to the Lord," according to the Bible, and Navy chaplains in Vietnam are still building them—from boxes, rocks, sandbags and whatever else happens to be handy.

Take Lieutenants Merlen Howe and Ray Stubbe, for example. They are latter day circuit riders who make the rounds in the Da Nang area to conduct religious services wherever there are men to listen.

Chaplain Howe travels each week between headquarters at Tan My to a number of detachments located in the northern part of South Vietnam.

Wednesday morning may find him near the DMZ conducting services in a Cua Viet galley; Friday he may be with the Seabees at Phu Bai and so forth until he returns to Tan My for three services on Sunday.

Chaplain Stubbe also rides and walks the same kind of circuit, but sometimes reaches greater heights when he calls on a Marine Combined Action Group 350 feet up on Marble Mountain, more familiarly known as the Crow's Nest. He also scales a lesser prominence called Alpha Six to visit the Marines there.

His more conventional duties include serving the religious needs of the men at Camp Carter, the large public works complex near Da Nang.

The chaplains feel they can get much closer to those they serve by working the way they do in Vietnam. It is an atmosphere which lends itself to informal talk, hence a greater ability to share the men's thoughts, anxieties and privations.

When the chaplains aren't delivering sermons, they have extension requests to screen, emergency messages to deliver, help to give to men in trouble, and guide service to provide for those seeking to find their faith—much more than delivering religious messages at a specified time.

—Story and photos by Rus Elder, Photographer's Mate 1st Class, USN.

VIETNAM CIRCUIT RIDERS—Chaplain Ray Stubbe conducts service at a remote outpost which guards routes into Da Nang.

Albany at Mayport

USS *Albany* (CG 10) is scheduled to be homeported in Florida at Mayport in August after a two-year modernization and her third commissioning. The other two commissionings were in 1946 when *Albany* was designated a heavy cruiser (CA 123) and in 1962 when she was redesignated a guided missile cruiser (CG 10).

During *Albany's* modernization, her missile systems were updated; advanced sensor systems and a sophisticated tactical data system were installed.

Albany carries the *Talos* missile which is capable of destroying enemy aircraft at ranges of more than 65 miles and she counters the submarine threat with an advanced sonar system, conventionally launched homing torpedoes and ASROC, the rocket thrown homing torpedo.

A fully computerized naval tactical data system using high speed digital computers links *Albany's* arsenal of missiles.

Albany is the fourth Navy ship to be named in honor of the capital city of New York state. She carries a crew of more than 1100 officers and men and her presence in Mayport will mean more than 300 Navy families will make their home in the Mayport/Jacksonville area.

That Second Language Can Come in Handy

Anybody named Benny Taguchi should be able to speak Japanese. Fact is, he does. Fluently. And it's a good thing.

Not long ago, the machinist's mate 2nd class from Hacienda Heights, Calif., found himself to be the only communication link between a group of Japanese fishermen and the men of a Navy task group.

The incident occurred when Taguchi's ship, the Long Beach-based destroyer USS *Brush* (DD 745), together with other DDs and a carrier, was en route from the Far East to the U. S. after a tour with the Seventh Fleet.

About 800 miles southeast of Tokyo, the destroyer's crew sighted a glow on the horizon. As the ship grew closer, the glow became brighter. It was a burning ship.

Brush and sister destroyers broke formation and headed toward the blazing vessel to search for survivors and, if possible, put out the fire. A half-mile from the craft bobbed a life raft carrying the

MINI DESTROYER of the Mobile Riverine Force trails dutifully in the wake of its larger counterpart *USS Hopewell* (DD 681). The 56-foot-long assault support patrol boats are used on the rivers of South Vietnam.

fishermen. They were taken on board the accompanying destroyer while *Brush*'s crew, together with another destroyer crew, tried to save the flaming craft. It was too late.

None of the fishermen spoke English. Still they managed to express by sign language their appreciation for the hot showers, dry clothes and flapjack breakfast received. But as the day went on, the language barrier became an increasing problem. No one of the ship's crew spoke Japanese.

A call went out to the ships in the group in hopes of locating someone who might understand the fishermen. Petty Officer Taguchi answered, and was transferred to the host destroyer by highline. After a session of a few minutes he was able to assemble the facts surrounding the accident and learn also that the craft's skipper had been able to send an SOS to other fishing vessels in the area before giving the order to abandon ship.

This was confirmed shortly before noon when several fishing boats appeared over the horizon and headed toward the Navy ships.

By midafternoon, the rescued fishermen had rejoined their shipmates.

They've Got a System for You

One of the jobs of the Aero-Med Branch, Naval Air Test Center, at Pax River, Md., is to test and evaluate life support systems, escape systems, protective clothing, and various other devices used in search and rescue.

Numerous types of protective clothing, for example, are constantly being tested. After a pilot has ejected from his plane, what he is wearing can become, literally, a matter of life or death.

Protective suits are available that would allow a pilot to survive a splashdown in bitterly cold water, but he might not have the mobility to operate all of his equipment while he was still in the cockpit. There has to be a compromise.

In this case, the compromise is an insulated raft which the pilot takes with him when he ejects. His flight suit gives him freedom of movement, and the raft's insulation will protect him from the water.

Aero-Med is now in the process of developing a rescue relay system which will enable downed pilots to use satellites to transmit their position to a central rescue agency. When the plan was originated, the branch received discouraging reports that they would need more powerful radios to do such communicating.

"We just went ahead as if we didn't know anything about the limits of a small transmitter and bounced a signal off a satellite with just four-tenths of a watt of power," said Dr. W. R. Crawford, Aero-Med's branch head.

It just happens that this is well within the range of transmitters now carried by pilots. The plan is eventually to put up several satellites that will be used solely for the rescue network.

The satellites could be positioned within range of any place on earth and would immediately relay all distress signals to the rescue center.

Aero-Med is also studying devices which will allow a pilot to eject from his plane and then fly away in a secondary aircraft. Three varieties of such "aircraft" are under study: a gyro-copter; a parawing lift; and a deployable solid wing. They would all be motorized and have a range of about 50 miles.

STAR TALKIE — LT M. N. Jackson holds a transmitter which may be used in satellite rescue network.

Diamond Has Big Catch

Crewmembers of the torpedo weapons retriever ship *Diamond* (TWR 1) demonstrate that torpedo recovery duty is a salty way to earn sea pay.

Diamond is one of five TWRs specially built to retrieve practice torpedoes and other weapons used in simulated war exercises. She measures 100 feet long and carries a crew of 14.

During this year's *Operation Springboard* in the Caribbean, *Diamond* hauled in 75 practice torpedoes in little more than one month.

Here's how she goes about her business:

Before a submarine exercise begins, *Diamond* goes to a station some two miles from the torpedo target area.

When a torpedo is fired, the TWR receives range and bearing reports by radio, and then gets underway for the spot the torpedo is likely to surface.

Three lookouts search the sea with binoculars for the speck of orange that identifies a spent torpedo.

After the torpedo is sighted, the TWR maneuvers to the windward side, idles her engines, and drifts alongside. Now the real work begins—a wrestling match with a 3000-pound, 21-foot torpedo.

Two men with 10-foot grappling poles keep the torpedo clear of the ship so that two others can lasso the unit with torpedo snares.

Next, the torpedo is guided alongside toward the stern. Two men wait at the base of a retriever ramp, ready to hook a cable onto the torpedo nose ring. Once connected, the torpedo is hauled aboard by a power winch.

Should the torpedo slip a snare before it is hauled in—not an unusual occurrence in high seas—two of the crewmen enter the water and do some re-rigging by hand. This is why the TWR is one of the few ship types with crewmen who wear swimming trunks as a working uniform.

Diamond operates out of Norfolk with Submarine Squadron Six. Her CO is Chief Quartermaster William G. Daniels. Also on board are three enginemen, one boatswain's mate, one torpedoman, one electronics technician, two firemen and four seamen. A cook rounds out the *Diamond* crew.

—Larry Heck, Journalist 1st Class

New River Minesweepers

Two new types of minesweeping craft have been designed for river operations in South Vietnam.

Patrol Minesweeper (MSR)—This is from the Assault Support Patrol Boat (ASPB) family, specially modified for river minesweeps. A device on the bow cuts mine mooring cables and creates a wake which deflects the mines away from the boat. The MSR carries six men and operates at 12-knot speeds.

Minesweeping Drone (MSD)—A modified civilian boat hull is powered by a V-8 inboard engine and operated by remote radio. The unmanned drone makes it possible to conduct chain-drag minesweeps close to shore without placing the operators in danger of enemy ambush. The drone controller with a radio transmitter works from an MSR or other suitable craft at a safe distance from shore.

Drone Minesweepers already are in service with Mine Division 113 at Nha Be, south of Saigon. The MSDs join Mine Div 113 after initial checkouts at Pacific Fleet Mine Force Headquarters, Long Beach.

In and Out at DaNang

There's no quiet hour in DaNang.

Day and night, winches squeal and cargo nets strain against the weight of supplies being offloaded from and loaded onto cargo ships tied up at the U. S. Naval Support Activity's deepwater piers.

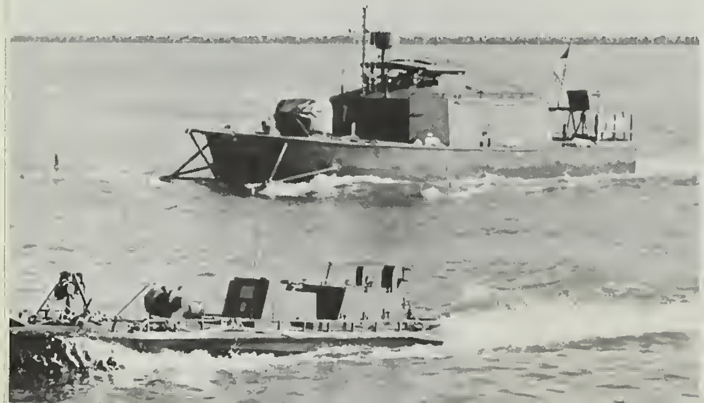
All deep-draft carriers with cargo destined for the 185,000 armed forces personnel in the northern provinces of South Vietnam deliver their supplies to the Da Nang piers. As many as six ships can be handled at one time.

Most supplies consist of everything from beans to bombs, but occasionally there arrives an unusual cargo which helps to lighten the spirits of the stevedores. Take the elephant and brown bear shipped to I Corps military units for use as mascots, for instance.

Manpower on the piers isn't always just that. Two of the 22 Vietnamese stevedore gangs are comprised of women. They, together with 14 U. S. Navy gangs and 22 Korean gangs, shuttle all the cargo on the piers, either by hand, forklift or winch.

Much of the cargo offloaded by ship winches is placed directly onto

DRONE CONTROL—Petty Officers J. Kindrick and William Faulk (right) control minesweeping drone from patrol craft. Minesweeper drone is 23 feet long.—Photos by LT W. Turner.



trucks and is on its way to its appointed destination within minutes. That which cannot be moved immediately, due to bad weather, combat conditions or impassable roads, must be stored temporarily on the base.

Last year, more cargo was handled at DaNang than in all the previous years combined. In one month, 600,000 measurement tons were offloaded, enough to fill more than 60 Navy supply ships.

The pace varies little from month to month. One thing's for sure. There's little time to squeeze in a quiet hour.

—Kent Hansen, Seaman, USN.

Underwater Bridge

At times, it seems that everything is just a little different in Vietnam. Now the Seabees are building bridges that are intended to work underwater.

The bridge builders of Mobile Construction Battalion Three are erecting (if that is the term) a submersible bridge 11 miles south of Da Nang for convoys through the An Hoa valley. After peace returns to Vietnam, the Seabees expect their bridge will continue to play an important role as a civilian.

Precast concrete beams were used in the bridge's roadway. The beams were made in the Seabee yards at Da Nang and have weep holes to equalize water pressure on the bridge floor during the flood season.

Without the holes, water pressure produced by the flood would lift the beams off the pilings.

The normal level of the Thu Bon River is from six to eight feet below the bridge floor but floods are expected to submerge the span from eight to 10 feet below water. The floods usually occur twice a year and last from seven to 10 days.

An asphalt coating on the roadway is expected to prevent deterioration while it is underwater.

—H. D. Eskridge, EO3, USN.

Camden—Fine Jobber

SEVENTH FLEET combat ships, spread out across the Tonkin Gulf and the South China Sea, today form a network of gunfire and air support for Allied ground troops. To assure that these ships can remain at sea, a flotilla of service force ships serve as traveling supply stores, delivering fuel, oil, ordnance, food, and the thousands of other items necessary in modern warfare.

SLIM LADY—Fast combat support ship *USS Camden* (AOE 2) shows off her trim figure at Subic Bay.—Photo by C. K. Ferguson, Chief Journalist, USN

Not so many years ago, supplying the ships in the Fleet was a job for specialized supply ships. There was one ship to deliver fuel, one to deliver food and general cargo, and still another to deliver explosives.

Today, there is a new type service ship that delivers in one stop all the supplies its customers need. This is the AOE (auxiliary-oiler-explosives), a fast supply ship that, with the help of specialized supply ships, can stay at sea for indefinite periods (see ALL HANDS, December 1968, page 20, and July 1967, page 22).

USS *Camden* (AOE 2) is one of these multiproduct supply ships which is presently serving the Seventh Fleet aircraft carrier task force.

Camden, in three days of intensive resupply operations, can provide her customers with 43,000 barrels of jet fuel and 1500 tons of ordnance, plus a wide variety of other supplies, before it is necessary for her to replenish her stock.

Camden then schedules a rendezvous with an oiler and an ammo ship and replaces the expended items. In approximately seven hours she is topped off and ready to meet new customers. She might be considered as a jobber—the middleman between the wholesaler and the retail outlets.

Choppers Are Nice to Have

Though the helos aboard the stores ship USS *Mars* (AFS 1) are used principally for vertical replenishment, they can be useful in other ways, as an injured crewman of the destroyer USS *Robert K. Huntington* (DD 781) can testify.

As *Mars* was proceeding to a routine replenishment rendezvous in the South China Sea, a call came from *Huntington* requesting an emergency medevac. A destroyerman had been injured.

Twenty minutes later, a helo was on its way to the destroyer. Rain showers and clouds obscured visibility at times, but *Mars'* helo pilot located the ship with little difficulty and in a short time the injured man had been whisked to the larger ship's sickbay and was being examined by a doctor.

The helicopter's versatility had paid off again.

ARMED FORCES INTERSERVICE AWARD
1969
BOXING
TEAM CHAMPION

Interservice Boxing A Navy First

Boxers representing the Navy in the Interservice Championships, held at Hamilton Air Force Base, won all four of their last fights entered to tie the Air Force for the Interservice team title. The Navy's wins were in the flyweight, light welterweight, welterweight, middleweight and heavyweight divisions. It was the first time the Navy had won the championship and Navy boxers' best showing since the tournament began in 1953.

SPORTS

Welcome ALL NAVY HOOPSTERS
Phiblant

THE CHAMPS—All-Navy Champion PhibLant Gators (front row left to right): Richard McGee, Charles Dudley, Frankie Peralta, John Blake, Rick Owens, Bob Pritchett. (Back row, left to right): Al Clark, Bill Rowser, Floyd Beason, Randy Caulling, John Meyerhoff, coach, Charles Hatcher, Dick Kenner, manager.

Early in the season, it looked as though the SUBLANT Sea Raiders, All-Navy basketball champion for five consecutive years, again would be the team to beat.

However, this year it was that other team in Norfolk, the PHIBLANT Gators, who won the All-Navy crown.

Victory for PHIBLANT couldn't have been sweeter. Year after year, the Gators had lost to SUBLANT in district eliminations, and the Sea Raiders had gone on to win the All-Navy playoffs. This time, however, the Gators swamped SUBLANT, 95-70, to win the Fifth Naval District championship.

Moving on to the South Atlantic Regionals, the Gators defeated the Pensacola Goshawks, 69-62, and clinched a berth in the All-Navy tournament at NAS Jacksonville.

In the first round of the All-Navy, PHIBLANT beat CRUDESLANT, 107-92, and the SUBPAC Raiders defeated NTC San Diego, 82-72.

In the second round, PHIBLANT defeated SUBPAC, 87-71, and CRUDESLANT became the first casualty of the double elimination tournament by losing to San Diego, 113-86.

This left SUBPAC and San Diego to fight over another shot at PHIBLANT. SUBPAC won, 83-76, and the stage was set for a Raiders-Gators rematch.

The first half was typical All-Navy. Both teams favored quick but deliberate moves. It was a run for the percentage shot, and there were few turnovers. The halftime score: PHIBLANT 41, SUBPAC 40.

In the second half the Gators began to pull away. During one phase of the action, the team hit a field goal percentage of .875 and scored 76 points in less than 20 minutes.

It was a convincing 117-86 All-Navy championship victory for the PHIBLANT Gators, and Norfolk has a new other team.

All-Navy and Interservice Sports Schedule

Event	Date	Site
All-Navy Bowling	*12-16 May*	NAVSTA, *Norfolk*
Interservice Bowling	*19-23 May*	NAVSTA, *Norfolk*
Interservice Track & Field	*16-20 June*	*Sheppard AFB, Texas*
All-Navy Tennis	*28 July-1 August*	*NAS, Alameda*
Interservice Tennis	*4-8 August*	*Ft. Belvoir, Va.*
All-Navy Golf	*11-15 August*	*NAS, Memphis*
Interservice Golf	*18-22 August*	*Langley AFB, Va.*
All-Navy Softball	*18-22 August*	PHIBASE, *Little Creek*
Interservice Softball	*25-29 August*	*Wright-Patterson AFB, Ohio*

All Stars

Here is the 1969 All-Navy, All-Star Basketball Team comprised of selected players from the All-Navy tournament:

PHIBLANT—Al Clark, Bill Rowser, Floyd Beason, Rick Owens, Richard McGee, Randy Coulling.

SUBPAC—Howard Hassen, Pete Newell, Steve Schlink.

NTC San Diego—Bobby Fells, Marv Thouvenel.

CRUDESLANT—Barry Yates.

—Brent Kallestad, Journalist Seaman, USN.

Big Boy Is Good Judge of Skill of Jack Dempsey

It seemed like the big time. Ed "Big Boy" Judge was taking on a newcomer whose 11-1 record was almost as impressive as the name Jack Dempsey.

The buzz in the crowd got louder as the main event approached. No one wanted the base champ to hear it, but the whispers were unmistakable. Big Boy's had it. Dempsey's here. Jack Dempsey. In person.

Such was the setting as upwards of 1000 fight fans crowded the gym at NAS Atsugi, Japan, for the amateur boxing program last February.

The fight lasted 92 seconds.

The winner: Big Boy Judge by a knockout.

After the fight, Navyman Jack Dempsey III, grandson of you-know-who, admitted the obvious: "Ed is a powerful fighter. That right he threw was quite a punch."

It was the 13th amateur fight in Dempsey's young career. The 20-year-old namesake of the man who held boxing's top title for seven years was visiting Japan on board the communications relay ship USS *Arlington* (AGMR 2).

"Not to be making excuses," said Dempsey, "but at 195 I am 15 pounds over my favorite fighting weight." However, at that he weighed 30 pounds less than Big Boy Judge.

Dempsey's pre-Atsugi record of 11-1 was built on amateur fights in high school and in the Navy. His only loss was an early high school bout.

Any coaching from the famous grandfather?

"When I first started boxing, he helped me a little, but I haven't been able to see much of him lately."

Dempsey added that his older brother does receive coaching from his grandfather. "My brother is doing quite well," the younger Dempsey said. "He was scheduled to fight Leotis Martin, who has been matched with some of the top heavyweights."

What's in store for young Jack Dempsey?

"I'd like to help carry on the Dempsey name in the ring but, frankly, boxing is not my number one sport. Before I entered the Navy, I pitched four games for Birmingham in the Southern League."

Birmingham is a Class A farm club of the Oakland Athletics. Of the four games Dempsey worked, he won two and lost one. He was not the pitcher of record in the other.

Back on boxing, Dempsey said he was not sure how long his ship would be in Japan, but that he hoped to work out in the Fleet gym at Yokosuka and get a rematch with Big Boy.

Also, "maybe I can participate in the COMNAVFORJAPAN tournament this year."

That tournament is preliminary to the All-Navy and interservice boxing championships to be held this spring.

It's possible that Big Boy what's-his-name also will be a contender.

—Bob Cox, JO3, USN.

ALL NAVY RUNNERS-UP—SubPac Raiders front, row, left to right: David Montri, Les Kuhnz, Ken Johnson, Barry Hort, Gary Cooper. Back row: Pete Newell, Steve Schlink, Bob Lanning, John Cooper, Howard Hassen, Jock Lewis and John Little.

COOL SCENE—First Naval District ski tournament gets underway, above, in open slalom event. *Rt:* Gary Clough, AO3, takes gate in novice slalom.

Ski Legs

MEMORIES OF WINTER SPORTS, especially skiing, will help Navymen of the 1st Naval District keep their cool this summer.

Ski buffs from the Naval District held their second annual Alpine Ski Tournament on 25 February, on slopes near Locke Mills, Maine, amidst the state's most severe snowstorm in 80 years. During the three-day tournament, some 36 inches of snow was dumped on and around the Navy skiers.

Undaunted, the Navymen celebrated the tournament opening with a banquet provided by the Brunswick Naval Air Station hosts. Competitors were divided into a novice division (one to five years' experience) and an open division (five to 15 years' experience). Novice skiers competed in downhill and slalom events for individual awards. Open division skiers competed in downhill, slalom and giant slalom events for individual trophies as well as an over-all team award.

Aviation Structural Mechanic 3rd Class Bob Daigle of NAS Quonset was the first Navyman to taste victory on the slopes, winning the open downhill event with a time of 50.8 seconds. The course was a mile long with a vertical drop of 1000 feet, and it included 10 gates which forced the skiers to execute slight turns on their way to the finish line. Placing second and third, respectively, were NAS Brunswick teammembers Pete White, ETN3, and Elliot Bridge, AC3.

The novice downhill meet, covering a ¾-mile course, was swept by three Quonset skiers. Stephen Henderson, AMH2, placed first with Gary Clough, AO3, and Lieutenant Alexander Monroe taking second and third honors.

The second day's competition was canceled due to continued heavy snowfall, but the Navymen were on the slopes the following day in hopes of finishing the tournament.

Bob Daigle, AMS3, of NAS Quonset won his second straight open title when competition resumed by taking the open giant slalom in 50 seconds flat. The giant slalom consisted of 25 gates set on a ¾-mile course. NAS Brunswick's Pete White (53.4) and Dave Rogers (55.1) scored second and third place victories for their team.

After two consecutive second place wins, NAS Brunswick's Pete White came back in the final open event, slalom, to defeat Bob Daigle by six-tenths of a second. His finishing time was 21.5 seconds. White's win kept Daigle from winning all three open titles. Elliot Bridge, AC3, helped his team with a third place slalom finish in 23 seconds flat. The slalom course utilized 25 gates set over 250 yards.

The final event was the novice slalom which was also run over a 250-yard-long course. It was won in 16 seconds flat by Al Huhtala, EN2, of Portsmouth Naval Shipyard. Gary Clough and Steve Henderson, both of NAS Quonset, placed second and third.

The four-man team entered by NAS Brunswick took the open team honors with combined time for the three events of 680.1 seconds. NAS Quonset, placed second with 714.0 seconds, and Portsmouth Naval Shipyard and Davisville Center placed third and fourth with 883.8 and 1459.4 seconds.

It all goes to prove the Navy has ski legs as well as sea legs.

—E. Lipez

The Sporting Life

The special services department aboard the communications relay ship USS *Arlington* (AGMR 2) makes an effort to compensate for long, monotonous days off the Vietnam coast with a vigorous sports program.

After the ship's work is finished each afternoon, *Arlington* comes alive with sports activities. On A deck, crewmen in shorts, T-shirts or sweatshirts jog back and forth, some just to get in shape, others to get ready for the ship's track meet, held once each line period.

Individual crewmen compete in the 50- and 100-yard dashes, 220 and 440 relay, three-mile run, high jump, and shot put.

Back on the fantail, Interior Communications Technician 2nd Class Al Hanson attaches a lure to his fishing line and casts out into the South China Sea. "I've always liked fishing. Used to fish in the Ohio River a lot," he says. "Lots of the crew try a hand at fishing off the ship. Last line period one of the officers caught a good-size marlin. I'm the only one back here now because of the volleyball and basketball games going on."

Down in the ship's hangar bay some of the department teams are warming up for the day's competition. "Basketball is the most popular sport on the ship," says Yeoman 2nd Class Robert A. Wilkerson, while he referees a scrimmage. "Each department has a team and the best from those make up the ship's team. So far, we're undefeated." Wilkerson is a high-point man for the ship's team, with current high average of 22 points a game.

"The volleyball teams are organized the same way. Two of the squads are battling each other on the court right now. Each day, the elevator is lowered, the net is set up and the games begin," he continued.

Before the volleyball court was set up, two of the ship's boxers, Gunner's Mate 3rd Class Thomas M. Wermerskichen, the ship's champion, and Boatswain's Mate Seaman George M. Dempsey, grandson of the famous Jack Dempsey, blasted away at each other in a fierce smoker. The ship has eight boxers who compete against all comers from their own and other ships.

"Skeet shooting is a real relaxer," says Lieutenant (jg) Frank Scalcucci, the ship's athletic officer. "We often have a group gathered on the fantail to improve their marksmanship."

In port, *Arlington's* teams participate in softball and golf competition against other ships and shore-based teams.

On *Arlington,* a guy has lots of ways to unwind after a hard day on the line. —W. R. Griffin, Journalist Seaman, USN.

How to Build a Car—Start With The Lights

ON IMPULSE, Lieutenant Commander Paul H. Running, CHC, USN, bought some old auto lights he saw in an antique shop in Perth, Australia. Fine. Now what? Auto lights, he discovered (from his wife), are almost totally useless without an auto to put them on. Even if they are over 50 years old.

Almost a year and $300 later, LCDR Running had justified his antique shop purchase.

There, in the back yard of his Exmouth, Western Australia, housing unit, sat a half-size working replica of a 1914 Stutz Bearcat. Complete with authentic lights of the period.

It hadn't been an easy job. Before the project was finished, Chaplain Running had gained the interest and aid of Shipfitter 1st Class Bob Brennan, a couple of Australian friends, and numerous Seabees.

An old wall locker was cut up, reshaped, and became the car's hood. The locker doors' louvers give the hood an authentic touch.

Several oil barrels were sliced up, bent this way and that, and became perfect fenders.

But the piece de resistance was the gas tank. A piece of 8-inch tubing was located for the tank's main body. Now, what to use for the ends of the tank?

Running had already noted his wife's frying pan covers were just the right size. She caught him in the measuring act, however, and labeled the lids a definite no-no.

Next stop was to contact a company that makes frying pans. Naturally, they sent him, free of charge, and with their compliments, two frying pan lids with no handles or holes. Beautiful.

The completed car also features a radiator temperature gauge, a monocle windshield, and a bronze steering column. Like the original Bearcat, it has two-wheel mechanical brakes, differential steering mechanism, and bucket seats.

The wire wheels, similar to those used on the original, are from a bicycle. A 12-volt truck battery powers the mini-car along at 10 mph, and it runs for about three hours on each charge.

LCDR Running reports that he built the Stutz replica for his 10-year-old son, Eric.

Sure he did.

So You're Coming to Washington!

DUTY IN WASHINGTON, D. C., is something a large percentage of Navymen anticipate during their career and with good reason. The rewards of living in or near the nation's capital are many and the sense of history, and of history in the making, probably can't be equaled any place else in the country.

Newcomers may not be aware that the District of Columbia is a relatively small place when compared to the entire metropolitan area. The Virginia and Maryland suburbs have, for more than a quarter of a century, been aptly called the bedroom of Washington because many who work in D. C. live in these suburbs and commute from home to office daily. On the other hand, there are those who commute from the District of Columbia to jobs in Virginia or Maryland—a wise thing to do if you can manage it, because the major flow of traffic is into the city in the morning and out of it in the evening.

The National Capitol

There are several organizations which can help you decide the best place for you to live, and which can guide you toward available housing in that area.

Two of special interest to naval personnel are the Family Services Center at the U. S. Naval Station, and the Navy Wifeline Association at the Washington Navy Yard. Mentioned elsewhere in this report are other organizations which perform similar services.

As not only housing conditions, but almost everything else, are subject to far-reaching changes, it is strongly recommended that you check with either the Family Services Center or Wifeline before your plans are advanced too far.

FOR ENLISTED MEN arriving with their families, the Naval Station has set aside 70 units at the Bellevue Navy Housing and operates them more or less as a motel. The units have one, two or three bedrooms, and cooking facilities are available.

You may reserve one of these units by writing to Bellevue Cottages, Bellevue Naval Housing, 12 Bowling Green S.W., Washington, D.C. 20032, or by telephoning area code 202, 562-9382.

Your reservation must be claimed before 1800. If not, you will lose it to the first eligible arrival.

You will be welcome to stay at Bellevue for 15 days. This rule is occasionally bent for those who can show good and sufficient cause. The Navy, however, must also consider other arrivals who might need Bellevue temporary quarters more than you.

Permanent quarters are also available at Bellevue Navy Housing which is located in Southeast Washington near the Maryland line. There are also rental units at nearby Bolling Air Force Base. Both Bolling and Bellevue housing is available only to enlisted men and their families. All units are unfurnished except for a refrigerator, a kitchen range (which may be either gas or electric) and, of course, a hot-water heater.

Sailors who live at Bellevue will part with about 75 per cent of their BAQ and those assigned to the newer quarters at Bolling will forfeit all of their BAQ.

Once assigned to Bellevue or Bolling housing, you may remain there for 42 months, although extensions may be obtained when a short additional stay would prevent a hardship.

Quarters are assigned only to married enlisted men and their families who do not own a house trailer or residential property in the District of Columbia or its suburbs.

THE SIZE OF THE QUARTERS to which a family is assigned depends upon the number of people in the group. A husband and wife, for example, would rate a one-bedroom unit and a couple with one child

Jefferson Memorial

would rate two bedrooms. The three-bedroom units are assigned to families in which there are three children one or more six years or older (regardless of sex) or to those having two children of opposite sex one of whom is six years of age or older.

The three-bedroom units are also assigned to families with three or four children under 12. Four-bedroom units go to families with four or more children, one of whom is more than 12 years old and to families with five or more children of any age.

Since the number of applications for housing at Bellevue and Bolling exceeds the number of units available, priority is given to enlisted men in pay grades E-6 and above.

Reservations may be made in advance—all you need is a set of orders. Just write to the Housing Officer (Code 26), Headquarters, Naval District, Washington, D. C., Washington Navy Yard, Washington, D. C. 20390, and list the number and ages of your dependents. You should also specify whether you prefer Bellevue or Bolling.

Your name will be placed on the waiting list and your priority won't change even though an addition to your family while waiting makes you eligible for a larger house.

If you live off base, you will have no difficulty in locating suitable quarters, although the general opinion of Navymen is that housing in Washington and its suburbs is relatively expensive.

IF YOU LIKE APARTMENT LIVING, you will have a large choice, for there has been considerable new construction of high rises in both the District of Columbia and the Virginia and Maryland suburbs. They could all probably be classed from comfortable to super luxurious and the price you pay depends on the degree of "luxury" and the location.

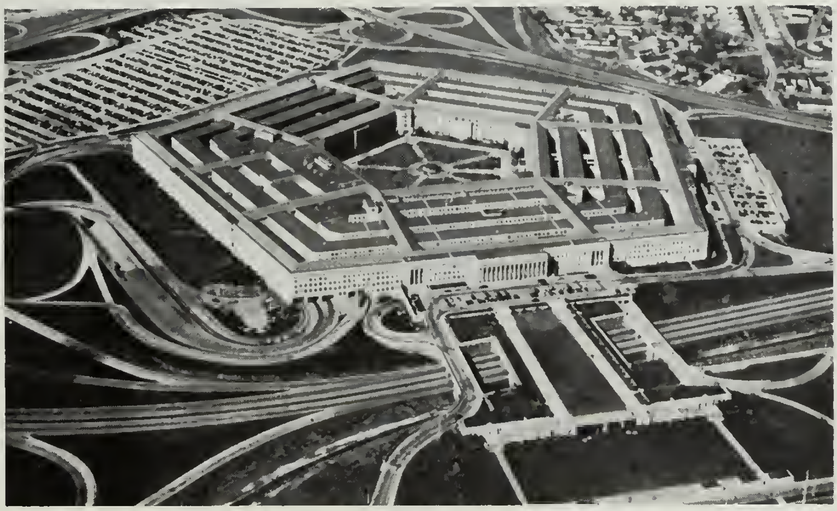
Generally speaking, efficiency apartments are in the vicinity of $95. One-bedroom apartments begin at $125, with the price scale graduating with additional bedrooms. Apartments with more than three bedrooms are exceedingly rare.

With the construction of high-rise apartments, the trend has been for those living in the older garden-types to move to better located and more modern high rises. As might be expected, the garden types are less expensive, with some beginning at prices in the $80s for a one-bedroom apartment. Probably you can find an apartment of either type near the place where you work.

The prices quoted here are for unfurnished apartments although there are furnished apartments available in the metropolitan area, some of which can be rented for short periods of time. These are listed in the classified sections of the daily newspapers and you can also receive tips on their location from agencies set up to assist incoming servicemen.

ALTHOUGH THE CONSTRUCTION OF HOUSES in and around the District of Columbia probably hasn't equaled apartment building, there is no shortage. The trend during recent years in new housing, however, has been toward higher priced homes selling for from $30,000 up. Despite this trend, there are still a number of houses available for purchase around $20,000.

As was mentioned briefly before, the Family Services Center at the Naval Station can give the latest information on where to obtain housing in the Washington area and can also lend you dishes and other necessary items until your household goods arrive and can be unpacked. The Navy Wifeline at the Navy Yard is also a source of this type of information as is the Armed Forces Hostess Association located in Room 1-A-736 of the Pentagon.



The Pentagon

Recreation and Services

There are so many recreational facilities for Navymen in the Washington area that we won't bother to mention specifics. They are located at the various military installations and include golf, tennis, swimming, picnic areas, theaters (movie and legitimate), sailing marinas, and sport equipment checkouts (including camping gear). Everything that a well equipped naval base has can be found at least in duplicate in the Washington area including such more or less exotic items as sauna baths and sun lamps.

The services picture around Washington is much the same as recreation. Services to servicemen and their families are numerous and easily attainable. There are nurseries for all-day child care; commissaries; exchanges; dry-cleaning, beauty and barber shops; optical and watch repair shops; service stations; country stores; tailor and thrift shops. Regardless of where you work or live, these services probably will not be far away.

The White House

Medical Facilities: The medical care available to Navymen in the Washington area is possibly unsurpassed elsewhere in the world. In addition to the usual dispensaries and pharmacies, Navymen and their dependents have the facilities of the National Naval Medical Center at Bethesda available to them. It is reasonably safe to say that anything that can be done medically can be done at Bethesda's Naval Hospital.

Clubs: This is another facet of Navy life which is abundant in and around the nation's capital. Since there are numerous military installations, there are also numerous clubs which are open to men and women of all services. Some are open seven days a week but others close on one day—usually Monday. All offer a full agenda of fun and games.

Washington Itself

IN WASHINGTON, D. C., it may be possible to do more and see more without spending much than in any other metropolitan area in the United States. Practically anybody on a three-year tour can keep himself reasonably occupied with sightseeing in Washington for there is an abundance of museums, art galleries and what have you.

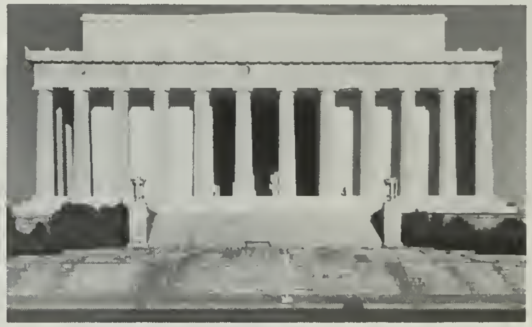
There are also a number of performances—musical and dramatic—which cost nothing or very little. Broadway plays can frequently be seen in Washington before they open in New York and at a fraction of the New York price. In addition, there are a number of other legitimate theater performances which can be seen at various playhouses in the city, including Ford's which has been restored to the condition in which it was seen on the night of Lincoln's assassination. Prices are moderate for all.

Navy's Arlington Annex, BuPers

For outdoor types, the Atlantic ocean isn't out of reach and many Navy families spend their summer weekends on the ocean beaches. For those who don't want to be bothered but like to boat, the nearby rivers emptying into the Chesapeake Bay provide boating and fishing. The bay itself is popular for water sports and is only a short drive from Washington.

There is camping in the nearby Blue Ridge. The Smokies are a little farther away but still available for long weekends or a not-too-far-away vacation. Cave enthusiasts will find plenty of them within easy driving distance and facilities range from easy stroll-throughs to those in which you need ropes and lanterns.

Most Navymen find, after being in Washington for a while, that they have stumbled into an old home week which lasts during their entire tour. It is proverbial that anyone in the service or the foreign service sooner or later passes through Washington and you will find old friends aplenty either just passing through or assigned.


Lincoln Memorial

All things considered, there is really no reason why your tour of duty in Washington, D.C., shouldn't be one of the high points of your Navy career.

Park Maps Will Steer You Right

Some Navymen find a pleasurable way to trek cross country when transferring from one duty station to another is to visit or vacation in as many of America's national parks as possible.

Those of you unfamiliar with the facilities available in the National Park System might be enlightened by a new series of maps for sale by the Government Printing Office at $1.50 for the package. The series shows which parklands provide camping facilities, swimming, food and lodging, and where fishing is permitted in national waters.

Eight full-color maps make up the guide package. An 18- x 28-inch United States map shows accesses to more than 260 National Park System areas from the interstate highway system. Color-coded on the reverse is a listing of facilities and public services in the park system.

Five detailed regional maps show major highways and routes leading to cities and parks while two special maps locate parks, memorials and recreation sites in the New York City and District of Columbia metropolitan areas.

You may buy this packet of maps by mail from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

Here's How to Get an Idea of What Scheduled July Pay Raise May Mean to You

THE AUTOMATIC military pay raise scheduled to go into effect 1 July is expected to be an across-the-board 12.6 per cent of your basic pay. This was the percentage figure released by the Defense Department on 24 March after DOD decided to delay further action on the Hubbell pay plan.

Until new official pay scales are available, you may get some idea what your 1 July pay raise will amount to by adding the proposed 12.6 per cent to your current basic pay listed below.

The exact percentage of the increase in military pay will depend on the wage increase received by Civil Service workers. According to sources, the average wage increase for the latter is expected to be about nine per cent of total salary.

As in the past, the military increase will be applied to basic pay only, which accounts for the higher percentage. Total military salary includes basic pay, BAQ, BAS, and an income tax advantage on allowances. Therefore, the military raise of 12.6 per cent in basic pay would be proportional to a total salary increase of nine per cent received by Civil Service employees.

Although the Department of Defense has set aside the proposed $1.2 billion Military Pay Reform plan, the Secretary of Defense told Congress that he plans to review thoroughly the findings of the Hubbell study.

DOD officials say they are working on the new salary proposal with the idea that some day, Selective Service may be a thing of the past and that the military man will be a professional careerist in every sense of the word. A primary objective is to make a military career so attractive that the draft could be eliminated. Higher military pay is one approach to the problem.

When the new basic pay increases are approved, ALL HANDS will give you complete details.

ComRat Allowances for 1969

If you are drawing commuted rations but don't like the idea of eating your lunch out of a brown bag, you may dine in the general mess for a nominal cost, says the Naval Supply Systems Command.

Here are the standard rates for each meal based on the 1969 $1.32 daily allowance: Breakfast—$.27; dinner (including holiday meals)—$.60; and supper—$.45.

These figures are part of the new tables of meal rates released by NSSC earlier this year. The tables—one for regular meals, one for holiday meals—provide a complete breakdown of meal costs for every possible general mess patron, from midshipmen to relatives of Navymen to organized youth groups.

Allowance figures are also shown for leave, temporary duty, flight, boat and night rations.

For the entire picture of meal rates, check NavSupInst 4061.9A (Sup 30).

RANK OR PAY GRADE	TABLE OF ACTIVE DUTY SERVICE PAY CURRENTLY IN EFFECT MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)														
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10* Admiral								$1860.60	$1860.60	$1993.80	$1993.80	$2126.70	$2126.70	$2259.60	$2259.80
O-9 Vice Admiral								1594.80	1594.80	1728.00	1728.00	1860.60	1860.60	1993.80	1993.80
O-8 Rear Admiral (Upper Half)							$1462.20	1531.20	1531.20	1594.80	1664.40	1728.00	1797.60	1797.60	1797.60
O-7 Rear Admiral (Lower Half)							1265.70	1265.70	1329.30	1462.20	1563.00	1563.00	1563.00	1563.00	1563.00
O-6 Captain						$930.30	930.30	930.30	962.10	1113.90	1170.90	1196.40	1265.70	1373.10	1373.10
O-5 Commander	$635.40	$746.70	$797.70	$797.70	$797.70	797.70	822.60	866.40	924.30	993.60	1050.60	1082.10	1120.20	1120.10	1120.20
O-4 Lieutenant Commander	536.10	652.20	696.30	696.30	708.60	740.40	790.80	835.20	873.30	911.40	936.90	936.90	936.90	936.90	936.90
O-3** Lieutenant	498.30	556.80	594.60	658.60	689.70	714.90	753.30	790.80	810.00	810.00	810.00	810.00	810.00	810.00	810.00
O-2** Lieutenant (Junior Grade)	399.30	474.30	569.70	588.60	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90
O-1** Ensign	343.20	379.80	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30
O-3 Credited with over 4				658.50	689.70	714.90	753.30	790.80	822.60	822.60	822.60	822.60	822.60	822.60	822.60
O-2 years' active service				588.60	600.90	620.10	652.20	677.40	696.30	696.30	696.30	696.30	696.30	696.30	696.30
O-1 as enlisted members				474.30	506.40	525.30	544.20	563.10	588.60	588.60	588.60	588.60	588.60	588.60	588.60
W-4 Chief Warrant Officer	$507.30	$544.20	$544.20	$556.80	$582.00	$607.50	$632.70	$677.40	$708.60	$734.10	$753.30	$778.20	$804.00	$866.40	$866.40
W-3 Chief Warrant Officer	461.10	500.40	500.40	506.40	512.70	550.20	582.00	600.90	620.10	638.70	658.50	683.70	708.60	734.10	734.10
W-2 Chief Warrant Officer	403.80	436.80	436.80	449.40	474.30	500.40	519.30	537.90	556.80	576.00	594.60	613.50	638.70	638.70	638.70
W-1 Warrant Officer	336.60	386.10	386.10	417.90	436.80	455.70	474.30	493.80	512.70	531.60	550.20	569.70	569.70	569.70	569.70
E-9† Master Chief Petty Officer							$576.30	$598.50	$603.30	$616.50	$630.00	$642.60	$676.50	$742.20	$742.20
E-8 Senior Chief Petty Officer						$483.60	497.10	510.30	523.80	537.00	549.90	563.40	596.70	663.00	663.00
E-7 Chief Petty Officer	$303.90	$364.20	$377.70	$391.20	$404.40	417.30	430.50	444.30	464.10	477.30	490.50	497.10	530.40	596.70	596.70
E-6 Petty Officer First Class	261.90	318.00	331.20	344.70	358.20	371.10	384.60	404.40	417.30	430.50	437.40	437.40	437.40	437.40	437.40
E-5 Petty Officer Second Class	226.20	278.70	291.90	304.80	324.90	338.10	351.30	364.20	371.10	371.10	371.10	371.10	371.10	371.10	371.10
E-4 Petty Officer Third Class	190.20	238.50	251.70	271.50	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00
E-3 Seaman, Etc.	137.70	192.00	205.50	218 70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70
E-2 Seaman Apprentice, Etc.	113.40	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00
E-1 Recruit	109.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50
E-1 Recruit (Less than 4 months)	102.30														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is $2493 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is $902.40 regardless of cumulative years of service.

PASS THE WORD TO THOSE WHO ARE—

Ready to Come Back In

THE NAVY IS OFFERING an opportunity for qualified personnel now out of the service to reenlist under broken service conditions.

The program is basically aimed at mature, high quality persons who are motivated toward the sea service.

It is recognized that many individuals with previous regular service desire to reenlist in the Navy after returning to civilian life. The ties of friendship are strong, and they really miss the challenge of a career job serving their country.

Some Fleet Reserve personnel decide after a period in the Fleet Reserve that they wish to return to active service. In addition, many Naval Reservists and inductees serving on active duty with the Regular Navy or in the TAR program and some men with previous service in another armed force desire to enlist in the Regular Navy.

Current policy is that it is desirable to accept such personnel into the Regular Navy to meet manpower needs, providing they meet all of the reenlistment quality control criteria, and so long as their acceptance is not detrimental to the service progression of career petty officers of the Regular Navy.

Some months ago BuPers Inst 1130.45 was promulgated, outlining the rules for such reenlistments and active duty continuance.

If you have a member of your family or a former shipmate who you think meets the qualifications, you may be able to pass the word.

Here are the rules.

- **Broken Naval Service** — Must have been recommended by former commanding officer, and have been in one of the open rates at the time of separation. The break in service must have been less than four years at the time of reenlistment.
- **Broken Service (Other Armed Force)** — Must have been recommended for reenlistment by former CO, and have held a rating or specialty code (MOS, as they say in the Army) corresponding to a rating on the open rates list.
- **SCORE Program** — Regular Navy personnel after a break in service, and active duty Naval Reservists, may reenlist in the Regular Navy under the SCORE program provided the rate to which they seek to convert is on the current list of open rates, and the rating is on the "To Which" list contained in the latest BuPers Inst. 1440.27 series.
- **Active Duty Reservists** — May enlist in the Regular Navy without being on the list of open rates. To be eligible, they must meet all current eligibility requirements for first-term reenlistments and must be able to complete 20 years of active service before reaching the age of 52.
- **Inductees** — Same rules as active duty Reservists.
- **Fleet Reservists** — May be voluntarily recalled to active duty for a period of two years if separated from active service in a rate which is currently on the list of open rates. Retention on active duty beyond two years will depend on the needs of the service at that time.
- **Extension of Active Duty for Reservists** — Naval Reservists on active duty with the Regular Navy may be retained on active duty beyond their original EAOS, provided they are recommended by their commanding officer. Extensions of less than one year must be under certain conditions which are specified in Article C-1407A of the *BuPers Manual.*
- **TAR Personnel** — Petty officers in the TAR program who volunteer for general duty assignment may be recommended to the Chief of Naval Personnel (Pers-B2233) without regard to the list of open rates. They must have been serving on active duty at their present duty station for at least one year, and must volunteer for at least two years of service.

Upon reporting to their ultimate duty station, such general duty TAR petty officers may then be enlisted in the Regular Navy, provided they meet all then current eligibility criteria, without regard to the list of open rates.

If you are wondering which ones they are, here is the list of open rates:

Bright Future Awaits Petty Officers Provisionally Selected for NESEP

Nearly 500 science-minded petty officers have survived initial screening for this year's Navy Enlisted Scientific Education Program. The 486 "provisional selectees" now face additional hurdles before final selections are made for the program that many consider one of the choicest in the package of Navy educational benefits.

Those who make it into NESEP attend college full time — at Navy expense — while they continue to draw full pay and allowances. Twenty-two colleges and universities take part in the program.

The provisional selectees for this year's NESEP are petty officers between ages 21 and 25 who met strict application and eligibility requirements, were recommended by their COs, passed a screening exam last November, and were selected by a board in BuPers.

These candidates now must take a Scholastic Aptitude Test (SAT) which will help determine their status for admission to a NESEP college. Those who score sufficiently well on the SAT will receive orders for prep school next summer. Those who finish prep school and are accepted by a college then can consider themselves finally selected for NESEP. They will enroll for full-time study in a science-oriented curriculum beginning next fall.

Of course, in addition to as many as four years of college, NESEP provides topnotch petty officers with a path to a commission in the Regular Navy, which is really what NESEP is all about.

BuPers Inst. 1510.69 series has all the details.

	E-9	E-8	E-7	E-6	E-5	E-4
GROUP I						
			BMC	BM1	BM2	
				QM1	QM2	
				RD1	RD2	RD3
					SM2	SM3
				ST1		
					STG2	STG3
					STS2	STS3
GROUP II						
		FTCS				
						FTB3
			FTGC	FTG1	FTG2	FTG3
				FTM1		FTM3
					GMG2	GMG3
					GMT2	GMT3
						MT3
						TM3
GROUP III						
			DSC	DS1	DS2	DS3
		ETCS	ETC	ET1		
					ETN2	ETN3
					ETR2	ETR3
GROUP IV						
						IM3
						OM3
GROUP V						
						CS3
					CTA1	CTA3
					CTI1	CTI3
					CTM1	CTM3
					CTO1	CTO3
					CTR1	CTR3
						CTTI
						CYN3
					DK2	DK3
			DPC	DP1		
					RM2	RM3
					SK2	SK3
GROUP VII						
	BRCM			BR1		
		BTCS			BT2	BT3
				DC1	DC2	
				EM1	EM2	EM3
				EN1	EN2	
				IC1	IC2	IC3
				MM1	MM2	MM3
				MR1	MR2	
				PM1	PM2	
				SF1		
					SFM2	SFM3
					SFP2	SFP3

	E-9	E-8	E-7	E-6	E-5	E-4
GROUP VIII						
			BUC	BU1	BU2	BU3
			CEC	CE1	CE2	CE3
		CMCS	CMC	CM1	CM2	CM3
		EACS	EAC	EA1	EA2	EA3
			EOC	EO1	EO2	EO3
		SWCS	SWC	SW1	SW2	SW3
		UTCS	UTC	UT1	UT2	UT3

	E-9	E-8	E-7	E-6	E-5	E-4
GROUP IX						AC3*
				ADJ1	ADJ2	ADJ3
					AE2	AE3
						AG3
						AME3
						AMH3
						AO3
			AQC	AQ1		
					AQB2	AQB3
					AQF2	AQF3
					ASE2	ASE3
					ASH2	ASH3
					ATN2	ATN3
					ATR2	ATR3
			AWC	AW1	AW2	AW3
						AX3
				PT1		

Group X

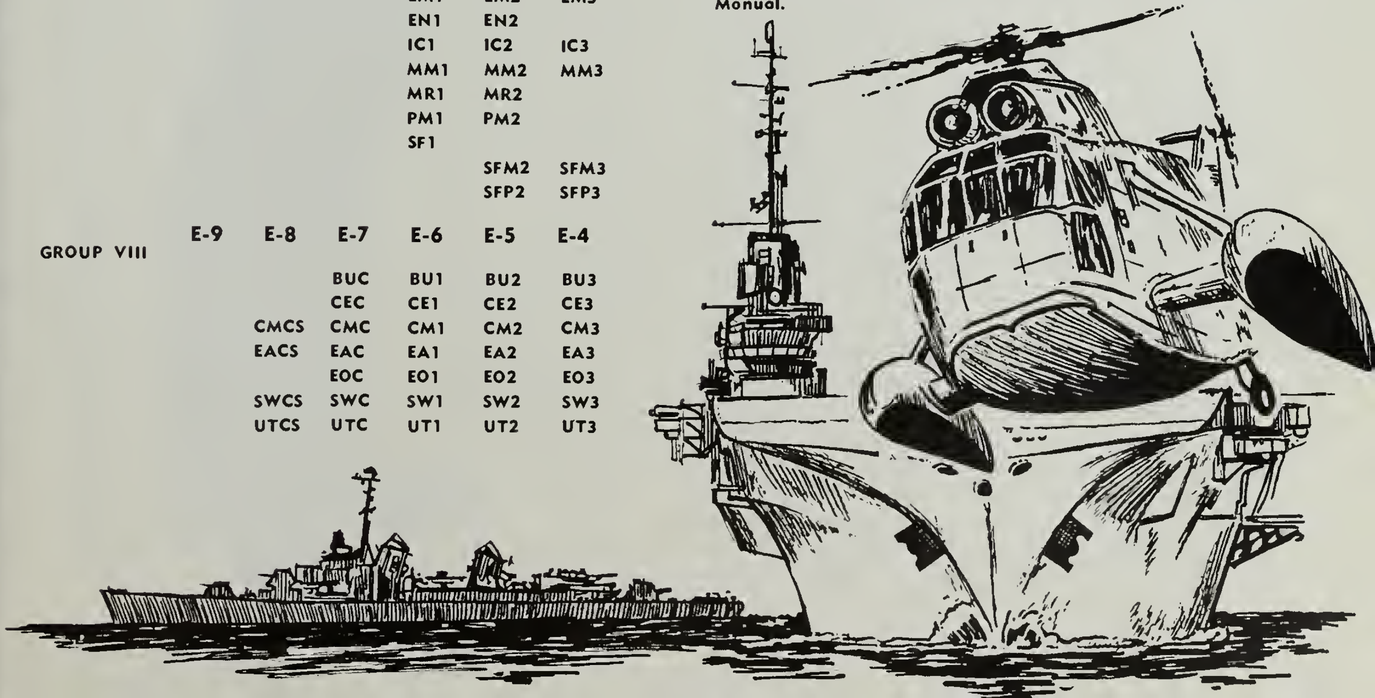
(Each case must be approved by the Chief of Naval Personnel)

NEC	E-9	E-8	E-7	E-6	E-5	E-4
8405			HMC	HM1	HM2	
8406				HM1	HM2	HM3
8409					HM2	HM3
8413					HM2	HM3
8417			HMC	HM1	HM2	HM3
8432			HMC	HM1	HM2	
8452			HMC	HM1	HM2	HM3
8453					HM2	HM3
8462			HMC	HM1	HM2	HM3
8463			HMC	HM1	HM2	
8482			HMC	HM1	HM2	HM3
8483					HM2	HM3
8484					HM2	HM3
8485					HM2	HM3
8486					HM2	HM3
8488					HM2	HM3
8492					HM2	HM3
8493			HMC	HM1	HM2	
8495						HM3
8498				HM1	HM2	

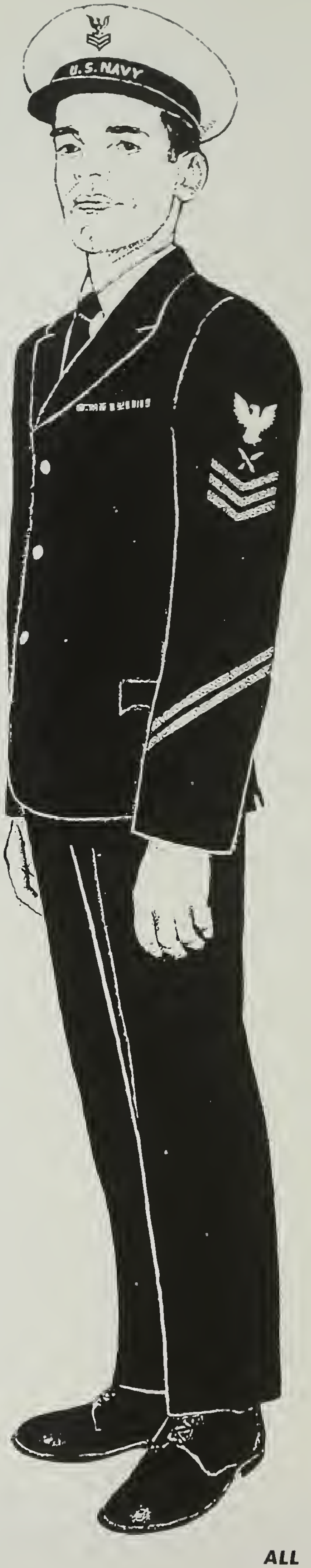
AN, CN, DN, FN, HN, SN

(Nonrated must have passed an examination for PO3)

*Must meet the requirements of Chapter 9.31, Enlisted Transfer Manual.



Prototype Uniform of First Class Petty Officer Is Under Study



The Chief of Naval Personnel has released details of a prototype first class petty officer's uniform which has been undergoing limited reaction tests for the past two months. This uniform, which is made of gabardine material, is one more indication that the Navy is focusing more attention on the improvement of the appearance and enhancement of the prestige of its senior petty officers.

The Navy blue uniform consists of a naval jacket type coat and cuffless trousers of straight leg styling. The proposed uniform will be worn with a distinctive cap which can be worn with all uniforms. The cap has a cloth-covered bill of the same Navy blue gabardine used in the uniform. The white cap cover is accented with a 1-1/4 inch black band with flat gold "U. S. NAVY" lettering across and in front of the cap. A silver first class rating cap device is centered above the band on the cap cover.

The uniform coat is single breasted with three silver buttons. The coat's distinctive features are that it is tailored to the end of the sleeve, and it has double side vents in the back. The rating badge and hashmarks, red or gold, are sewn on the left sleeve in the usual positions. The coat has two chest pockets, an inside right pocket and an outside pocket on the left over which ribbons and/or medals are worn. The coat is worn over the conventional white shirt and black tie.

The cuffless trousers have front slash pockets, fore-and-aft creases, a right watch pocket, and two back pockets. The Navy blue web belt and buckle will remain the same.

This is by no means the final uniform. Changes may be made to all or part of the uniform as the reaction tests continue. This uniform is a long way from being ready for issue to the Fleet, and it will get further thorough testing and official approval and then take over a year to manufacture and stock.

Veterans of World Wars I and II To Receive Insurance Dividends

Nearly 200,000 World War I and more than four million World War II veterans who have held on to their G. I. insurance policies will receive a 1969 dividend on their policy's anniversary. No application will be necessary because payment is automatic.

According to the Veterans Administration which has received thousands of inquiries, an unfounded rumor has been circulating that Congress has authorized payment of 50 cents per month for each $1000 of World War II G. I. insurance.

The VA has been advising those who inquire that the story is false. The Congress does not legislate dividends on G. I. insurance. Dividends on G. I. insurance are paid commensurate with savings and earnings on G. I. insurance trust funds.

The rumor may have been based on a dividend which covered payments made during World War II service. This was widely publicized and paid back in 1950. There will, however, be no other dividend for the same period.

LAO Circuit Rider Will Give You Legal Advice—Even in Vietnam

Your wife tells you in a letter that the landlord is trying to evict her. Meanwhile, a bill collector is dunning her for payments on merchandise she never received.

No one has to tell you that you need a lawyer. Unfortunately, none of the men with you on Mekong Delta river patrol has studied law, and the nearest legal assistance office is in Saigon, more than 100 miles away.

Perhaps you can't go to the Legal Assistance Officer, but chances are he'll come to you.

Under a new LAO circuit rider program, three judge advocate officer-lawyers assigned to the Navy headquarters staff in Saigon tour the Mekong Delta to serve isolated Navymen who need legal advice.

Most Delta bases are visited by a lawyer at least once every two weeks. The visits are scheduled in advance so that each command knows exactly when the LAO will be on board.

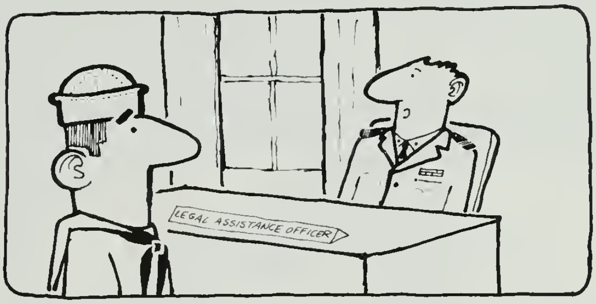
The Vietnam circuit riders offer a range of legal services usually available only at naval district headquarters, naval stations, and ships and stations with 1000 or more men assigned. Of course, the LAOs' services are free and confidential.

One of the circuit riders, Lieutenant Gary Dugger, admits that practicing law in the Mekong Delta is different. However, he insists that despite the rugged environment, he always is able to maintain a strict attorney-client type relationship.

The main stumbling block is getting to the client on schedule. "I've ridden in helicopters, river patrol boats and about every type of fixed-wing aircraft operating in the Delta," said LT Dugger. "Somehow, we always manage to get to our destinations on time."

Captain Konstantine A. Konopisos, who pioneered the Vietnam legal assistance program while serving as Staff Legal Officer, COMNAVFOR Vietnam, recently was succeeded by Captain Bertram R. Carraway. Lieutenant James E. McErlane also rides the circuit.

The judge advocate lawyers help Navymen with personal civil legal matters; they execute wills, powers of attorney, deeds, affidavits, contracts and other documents. They also assist in cases of property transfer, automobile sales and licenses, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, taxation, personal injury, and cases in which the Soldier's and Sailor's Civil Relief Act may be invoked for the protection of the Navyman or his family.



Each of the lawyers travels alone. Any clerical assistance he may need is provided by the local command. If he is asked a question he can't answer, and does not have the appropriate legal reference in his briefcase, he does research in Saigon and then delivers the answer on the next field trip.

Enlisted Blue Angel Billets Open

Looking for a job with pizzaz?

If you're in one of four aviation ratings, or a journalist, you may find one with the Blue Angels flight demonstration team.

The aviation show team has open billets as follows:

Aviation Machinist's Mate (Jet)—ADJC, ADJ1, ADJ2
Aviation Electrician's Mate—AE1, AE2
Aviation Electronics Technician—AT2
Aviation Structural Mechanic—AMS2, AMS3
Journalist—JO2

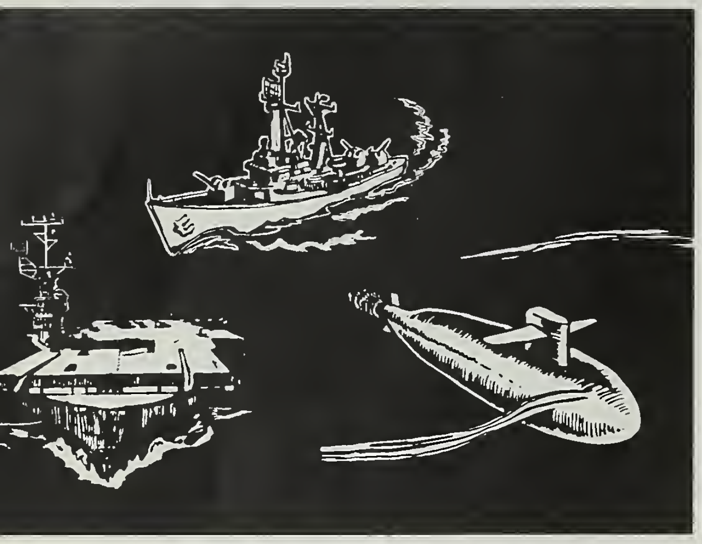
Applicants for the aviation billets should have experience in maintenance of the F-4 *Phantom* jet.

The JO billet is with the Blue Angels public affairs team.

For eligibility, you must be in line for 24 months of shore duty, or be willing to extend your enlistment to acquire a 24-month obligation.

Also, it helps if you like to travel. The Blue Angels perform in some 85 air shows each year, and those who make it into the maintenance crew can plan on travel throughout the United States and occasional trips abroad.

If you're interested, your letter request should be submitted to the Chief of Naval Personnel, via your commanding officer, and also via: Officer in Charge, Blue Angels Flight Demonstration Team, Naval Air Station, Pensacola, Fla. 32508.



SEAVEY SEAVEY

It's time once more for many of you to be moving ashore sometime between October 1969 and January of next year if you are eligible for shore duty under Seavey Segment B-69.

The cutoff dates, effective for those individuals serving on board a sea activity as of 1 Mar 1969, are printed below.

To be eligible for shore assignment under Seavey B-69, you must align your rate or NEC with the cutoff date listed. If yours is not listed, check with your personnel officer for clarification.

For those serving on toured sea duty to be eligible for a shore assignment, your tour completion date must fall within one of the transfer months — October 1969 through January 1970.

Rate	Date
ABEC	Apr 66
ABE1	Feb 66
ABE2	Jan 66
ABE3	Jan 66
ABEAN	Jan 66
ABFC	Dec 66
ABF1	Dec 66
ABF2	Jul 66
ABF3	Jul 66
ABFAN	Jul 66
ABHC	Jul 67
ABH1	Apr 66
ABH2	Jun 66
ABH3	Jun 66
ABHAN	Jun 66
ADJC	Sep 65
ADJ1	Sep 65
ADJ2	Dec 65
ADJ3	Dec 65
ADJAN	Dec 65
ADRC	Jul 67
ADR1	Jul 67
ADR2	Jul 67
ADR3	Jul 67
ADRAN	Jul 67
AEC	Jan 67
AE1	Dec 66
AE2	Dec 66
AE3	Dec 66
AEAN	Dec 66
AKC	May 67
AK1	Feb 67
AK2	Aug 67
AK3	Aug 67
AKAN	Aug 67
AMEC	Oct 66
AME1	Oct 66
AME2	Oct 66
AME3	Oct 66
AMEAN	Oct 66
AMHC	Jul 67
AMH1	Feb 67
AMH2	Feb 67
AMH3	Feb 67
AMHAN	Feb 67
AMSC	Jan 66
AMS1	Mar 66
AMS2	Mar 66
AMS3	Apr 66
AMSAN	Apr 66
AOC	Jun 66
AO1	Jun 66
AO2	Jun 66
AO3	Jun 66
AOAN	Jun 66
AQC	Aug 66
AQ1	Sep 65
AQB2	Aug 66
AQB3	Mar 66
AQBAN	Mar 66
AQF2	Nov 66
AQF3	Mar 66
AQFAN	Mar 66
ASC	Feb 67
AS1	Feb 67
ASE2	Feb 67
ASE3	Feb 67
ASEAN	Feb 67
ASH2	Feb 67
ASH3	Feb 67
ASHAN	Feb 67
ASM2	Feb 67
ASM3	Feb 67
ASMAN	Feb 67
ATC	Dec 66
AT1	Dec 66
ATR2	Sep 66
ATR3	Sep 66
ATRAN	Sep 66
ATN2	Oct 66
ATN3	Sep 66
ATNAN	Sep 66
AXC	Mar 66
AX1	Dec 65
AX2	Jun 65
AX3	Jun 65
AXAN	Jun 65
AZC	Oct 66
AZ1	Oct 66
AZ2	Feb 67
AZ3	Oct 66
AZAN	Oct 66
BMC	Nov 64
BM1	Dec 62
BM2	Jul 62
BM3	Mar 64
BMSN	Mar 64
BRC	Jan 66
BR1	Jan 64
BTC	Jun 63
BT1	Jan 62
BT2	Dec 63
BT3	Mar 61
BTFN	Mar 61
BUC	Feb 66
BU1	Feb 66
BU2	Feb 66
BU3	Feb 66
BUCN	Feb 66
CEC	May 66
CE1	May 66
CE2	May 66
CE3	May 66
CECN	May 66
CMC	Oct 65
CM1	Oct 65
CM2	Oct 65
CM3	Oct 65
CMCN	Oct 65
CSC	Apr 64
CS1	Apr 64
CS2	Nov 65
CS3	May 67
CSSN	May 67
CYN3	Apr 66
CYNSN	Apr 66
DCC	Oct 66
DC1	Jul 63
DC2	Jul 65
DC3	Sep 65
DCFN	Sep 65
DKC	Mar 67
DK1	Feb 64
DK2	Oct 66
DK3	Oct 67
DKSN	Oct 67
DSC	Apr 67
DS1	Nov 66
DS2	Jul 66
DS3	Jul 66
DSSN	Jul 66
DTC	Oct 67
DT1	Jul 67
DT2	Oct 67
DT3	Oct 67
DN	Oct 67
EAC	Jan 67
EA1	Jan 67
EA2	Jan 67
EA3	Jan 67
EACN	Jan 67
EMC	Mar 62
EM1	Jul 61
EM2	Jan 65
EM3	Aug 64
EMFN	Aug 64
ENC	Aug 63
EN1	Sep 62
EN2	Apr 65
EN3	Jun 66
ENFN	Jun 66
EOC	Dec 65
EO1	Dec 65
EO2	Dec 65
EO3	Dec 65
EOCN	Dec 65
ETC	Jul 67
ET1	Oct 66
ETN2	Sep 66
ETN3	Oct 66
ETNSN	Oct 66
ETR2	Sep 66
ETR3	Jul 66

EAVEY SEAVEY SEAVEY SEAVEY

In addition to completing your rotation data card, which by now your command should have worked up and sent to the personnel accounting machine installation, you should ensure that you have obligated yourself to serve to at least September 1971. Failure to fulfill these requirements will delay your receipt of orders ashore.

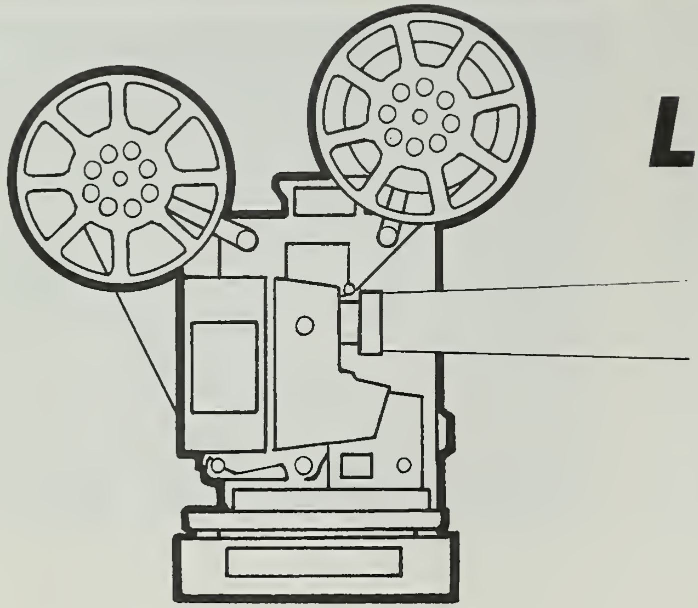
Five new ratings are now being centrally detailed by the Chief of Naval Personnel. They are: PH, PT, IM, OM, and DM. If you are serving in one of these ratings, you will be notified of your rotation status by individual letter.

The need for volunteer recruiters and recruit company commanders remains. Petty officers eligible for Seavey who qualify according to Chapter 4 or Article 5.9 of the *Enlisted Transfer Manual* (NavPers 15909B) are encouraged to submit their applications via the chain of command to BuPers. The majority of recruiter billets are available in the First, Third, Fourth and Ninth Naval Districts.

There may arise conditions whereby a commanding officer may find it necessary to hold up an individual's Seavey orders because of operational commitments or a shortage exists of your specific ratings or talents aboard your ship. Usually, anyone receiving orders to shore duty through Seavey procedures may drop anchor without too much interference.

Here, as published in BuPers Notice 1306 of 26 Feb 1969, are the ratings and cutoff dates for Seavey Segment B-69:

Rate	Date
ETRSN	Jul 66
FTBC	Oct 66
FTB1	Oct 66
FTB2	Feb 65
FTB3	Feb 65
FTBSN	Feb 65
FTGC	Sep 65
FTG1	Jan 65
FTG2	Jan 65
FTG3	Jul 64
FTGSN	Jul 64
FTMC	Mar 67
FTM1	Mar 65
FTM2	Feb 64
FTM3	Feb 64
FTMSN	Feb 64
GMGC	Jan 65
GMG1	May 63
GMG2	Dec 62
GMG3	Dec 62
GMGSN	Dec 62
GMMC	Jun 66
GMM1	Jun 65
GMM2	Jun 65
GMM3	Jun 65
GMMSN	Jun 65
GMTC	Jun 67
GMT1	Jun 67
GMT2	Jun 67
GMT3	Jun 67
GMTSN	Jun 67
HMC	Feb 67
HM1	Feb 67
HM2	Feb 67
HM3	Oct 67
HN	Oct 67
ICC	Oct 66
IC1	Jan 62
IC2	Sep 64
IC3	Oct 64
ICFN	Oct 64
JOC	Aug 67
JO1	Aug 67
JO2	Aug 67
JO3	Aug 67
JOSN	Aug 67
LIC	Mar 67
LI1	Mar 66
LI2	Apr 67
LI3	Jun 67
LISN	Jun 67
MLC	Apr 64
ML1	Feb 63
ML2	Feb 63
ML3	Jun 63
MLFN	Jun 63
MMC	Jan 63
MM1	Sep 61
MM2	Nov 64
MM3	Dec 61
MMFN	Dec 61
MNC	Nov 66
MN1	Nov 66
MN2	Nov 66
MN3	Nov 66
MNSN	Nov 66
MRC	Mar 65
MR1	Mar 65
MR2	Mar 65
MR3	Nov 65
MRFN	Nov 65
MTC	Oct 65
MT1	Oct 65
MT2	Oct 65
MT3	Nov 63
MTSN	Sep 64
PCC	Jun 66
PC1	Jun 65
PC2	Jun 65
PC3	May 66
PCSN	May 66
PMC	Jan 64
PM1	Jan 63
PM2	Jan 63
PM3	Jan 63
PMFN	Jan 63
PNC	Aug 67
PN1	Jul 67
PN2	Jun 67
PN3	Aug 67
PNSN	Aug 67
PRC	Jan 67
PR1	Jan 67
PR2	Jan 67
PR3	Jan 67
PRAN	Jan 67
QMC	Nov 62
QM1	Jan 62
QM2	Jul 64
QM3	Feb 65
QMSN	Feb 65
RDC	Jul 64
RD1	Jun 63
RD2	Jun 63
RD3	Nov 64
RDSN	Nov 64
RMC	Apr 66
RM1	Apr 66
RM2	Apr 66
RM3	Apr 66
RMSN	Apr 66
SDC	Mar 66
SD1	Jan 64
SD2	Oct 63
SD3	Aug 64
TN	Aug 64
SFC	Nov 62
SF1	Jun 62
SFM2	Jun 65
SFM3	Oct 65
SFMFN	Oct 65
SFP2	Jun 65
SFP3	Oct 65
SFPFN	Oct 65
SHC	Mar 67
SH1	Oct 62
SH2	Oct 62
SH3	Jul 62
SHSN	Jul 62
SKC	Jan 65
SK1	Jan 64
SK2	May 66
SK3	Sep 66
SKSN	Sep 66
SMC	Jan 66
SM1	Mar 61
SM2	Oct 61
SM3	Oct 61
SMSN	Oct 61
STC	Mar 65
ST1	Oct 64
STG2	Jul 65
STG3	Dec 64
STGSN	Dec 64
STS2	Jul 65
STS3	Dec 64
STSSN	Dec 64
SWC	Feb 65
SW1	Feb 65
SW2	Feb 65
SW3	Feb 65
SWCN	Feb 65
TMC	Jul 66
TM1	Oct 64
TM2	Jan 64
TM3	Jan 66
TMSN	Jan 66
UTC	Aug 65
UT1	Aug 65
UT2	Aug 65
UT3	Aug 65
UTCN	Aug 65
YNC	Aug 67
YN1	Aug 67
YN2	Aug 67
YN3	Aug 67
YNSN	Aug 67
NEC 5332	Dec 64



Lights . . . Camera . . . Action . . .

A ONE-YEAR course in motion picture scriptwriting has been added to the list of specialized college training programs available to Navy journalists and photographer's mates.

Beginning next September, billets in a scriptwriting class will be available annually at the University of Southern California.

Details on eligibility and application are contained in BuPers Notice 3150 (27 Feb 1969). This directive also reviews the eligibility requirements for other college courses available to JOs, PHs, and warrant and LDO photographers.

Here's a roundup:

Scriptwriting

If you're a JO in grade E-5 or higher, or a PH2 or above and have NEC code 8148 (Documentary News Still Photographer), you may apply for the motion picture scriptwriting course, provided you have:

- Less than 15 years' service if in grade E-7, E-8 or E-9.
- Not more than 12 years' service if in grade E-6.
- Not less than six years' service if in grade E-5.

Time in service is computed from 1 July of the year you enroll.

Also, you must be a high school graduate or have the service-accepted equivalent, have a combined GCT/ARI of at least 110 (no waivers), and have 24 months of obligated service when you finish the one-year course.

Your request, accompanied by your CO's recommendation and a special report of enlisted performance evaluation (NavPers 792), must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of a given class year. A copy of your request should be forwarded to the Chief of Naval Operations (Op-346).

If you complete the course, you will be assigned the Motion Picture Scriptwriter NEC (8146), and will be assigned to a mobile photographic unit or some other activity capable of motion picture production.

Officer Cinematography

A new class in Cinematography for naval officers convenes each September at the University of Southern California. The course takes two years.

Limited duty officers 663X (Photography) in grades LT, LTJG and ENS, and warrant and chief warrant officers 831X (Photographer), may apply for the training. Applicants must have less than 16 years' service on 1 July of the year enrolled, and must:

- Agree to serve one year of active duty for each six months of training.
- Have a CO's recommendation.
- Have satisfactorily completed PH "B" school.
- Not be a graduate of the enlisted cinematography course.
- Have completed the one-year college-level GED course or have equivalent formal schooling.

Applications should be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of a class year. A copy of the request should be forwarded to the Chief of Naval Operations (Op-346).

Officers who complete the course are assigned to motion picture production duties.

Enlisted Cinematography

A one-year course in cinematography begins each September at the University of Southern California for photographer's mates in grade E-5 or above who meet the following requirements:

- Less than 15 years' service if E-7, E-8 or E-9; not more than 12 years' service if E-6; not less than six years' service if E-5. Time in service is computed from 1 July of the year enrolled.
- Commanding officer's recommendation.
- Graduate of Class "C" Motion Picture Camera School or at least one year of field experience.

- Combined GCT/ARI of 110 or higher (no exceptions).
- High school graduate or service-accepted equivalent.
- Not a graduate of the Photo-Journalism course.
- Two years of obligated service after completing the course.

If you meet these requirements, your request and a special report of enlisted performance evaluation (NavPers 792) must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of the class year, with a copy of the request forwarded to the Chief of Naval Operations (Op-346).

When you complete the course you'll receive NEC PH-8144 (Motion Picture Director) and an assignment to a mobile photographic unit or some other activity with a motion picture production capability.

Quality Control

A special 10-week course, Quality Control of Photographic Processing, is held each summer at the Rochester Institute of Technology for photographer's mates in grade E-5 and above who meet the following:

- Less than 15 years' service if E-7, E-8 or E-9; not more than 11 years' service if E-6; and not less than six years' service if E-5. Time in service is computed from 1 July of the year enrolled.
- Graduate of PH "B" School.
- Combined GCT/ARI of 110.
- Have CO's recommendation.
- High school grad or service-accepted equivalent.

Graduates of this course must have at least 24 months of obligated service at the time they finish the training. The NEC assignment is PH-8126 (Photographic Quality Controlman).

A tip before requesting this training: Bone up on logarithms.

Requests should be addressed to the Chief of Naval

Focusing on the Navyman Behind the Lens

Navymen with training in cinematography and motion picture scriptwriting produce films that are used in recruiting, training, historical documentation and news and public information programs.

The Navy requires several hundred new movies each year, many of them fullscale productions that are written, acted and filmed by Navymen at the Naval Photographic Center in Washington, D. C. (See "Hollywood, Navy Style," All Hands, December 1968).

The bulk of the movie program involves production of training films, but Navy moviemakers work in a variety of other film production areas.

One trend is the writer-director-cameraman team which works in the field. The NPC-based Chinfo Unit, for example, is dispatched by the Chief of Information to film diverse subjects such as medical teams in combat, scientific explorations, and the recommissioning of a battleship. Such productions usually take the form of 30-minute color documentaries and are distributed to television stations throughout the country. (You may have seen "Eye of the Dragon," "Gentle Hand," or "River Patrol," on your TV at home. These and other films have been produced by the Chinfo Unit.)

Other Navy moviemakers work in motion picture teams to film jet strikes, artillery bombardments, ships firing on target, amphibious landings and training maneuvers.

Films which document the aerial combat over Vietnam also are gathered by Navy cameramen, and scenes designated for public release are distributed to civilian TV and newsreel representatives.

Navy moviemakers also chronicle scientific achievements and geographic discoveries and produce documentaries on such subjects as the development of a guided missile, studies of the ocean floor, and wintering over in Antarctica.

As official cinematographer for the President, the Naval Photographic Center has produced motion picture footage which contains intimate glimpses inside the Cabinet room and the President's oval office, and major trips of the President, including the final days of John F. Kennedy.

In addition to the relatively new specialized college courses for movie-minded journalists and photographers, the Naval Photographic Center has a continuing education program which features weekly screenings of International Film Festival entries, Academy Award winners and superior industrial films. Each showing is followed by a critique, which often is led by the film's producer.

Navy moviemakers also attend seminars, conferences and special training workshops, and keep the Navy apprised of advances in equipment and motion picture concepts.

Personnel (Pers-B2143), with a copy to the Chief of Naval Operations (Op-346), before 15 April of a given course year.

Photo-Journalism

A one-year class in Photographic Journalism is convened at Syracuse University each September for male JOs and PHs in grades E-5 and above. Applicants must have less than 15 years' service if E-7, E-8 or E-9; less than 12 years' service if E-6; and less than six years' service if in grade E-5. Time in service is computed from 1 July of the year of enrollment.

Also, applicants must be able to type, have the CO's recommendation, and must:

- Be a high school graduate or have a service-accepted equivalent.
- Have a combined GCT/ARI of 110 or higher (no waivers).
- Not be a graduate of the Enlisted Cinematography course.
- Have 24 months of obligated service upon completion of training.

Graduates of the photo-journalism course receive NEC 8148 (Documentary News Still Photographer) and are assigned to major staffs, mobile photographic units or other major activities which have appropriate requirements.

Your request for this school should be sent to the Chief of Naval Personnel (Pers-B2143) before 15 April of the year your class would convene.

A copy of your request to the Chief of Naval Operations (Op-346) must be accompanied by a portfolio of photographs you have made. The specifications: Ten recent 8- by 10-inch pictures of the documentary, public information type. An officer must certify that the photos are your original work.

Specialized College Quotas for JOs and PHs

Here are the current Navy quotas for the specialized college programs available to journalists and photographers. Note that the quotas apply to classes which convene this year, and are subject to change.

Scriptwriting – 2.
Officer Cinematography – 2.
Enlisted Cinematography – 12.
Quality Control – 20.
Photo-Journalism – 15.

List of New Motion Pictures Available To Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Impossible Years (WS) (C): Comedy; David Niven, Lola Albright.

Five Card Stud (C): Western; Dean Martin, Robert Mitchum.

The Bride Wore Black (C): Drama; Jeanne Moreau, Michel Bouquet.

The Emerald of Artatama (C): Adventure; Rory Calhoun, James Philbrook.

Boom (WS) (C): Drama; Elizabeth Taylor, Richard Burton.

Madigan (WS) (C): Melodrama; Richard Widmark, Henry Fonda.

The Young Runaways (WS) (C): Drama; Brooke Bundy, Kevin Coughlin.

Don't Raise the Bridge, Lower the River (C): Comedy; Jerry Lewis, Terry Thomas.

Assignment K (WS) (C): Mystery Drama; Stephen Boyd, Camilla Sparv.

30 Is a Dangerous Age, Cynthia (C): Comedy; Eddie Foy, Jr., Dudley Moore.

A Stranger in Town (C): Action Drama; Tony Anthony, Frank Wolf.

Battle Beneath the Earth (C): Science Fiction; Kerwin Mathews, Viviane Ventura.

In Cold Blood (WS): Semi-documentary; Robert Blake, Scott Wilson.

The Last Adventure (WS) (C): Adventure Drama; Alain Delon, Lino Ventura.

The Legend of Lylah Clare (C): Melodrama; Kim Novak, Peter Finch.

Kenner (C): Adventure Drama; Jim Brown, Madlyn Rhue.

More New Enlisted Quarters Are Opened at Great Lakes

Hundreds of Navymen, Waves and transients recently moved into their respective new enlisted quarters at Great Lakes Naval Training Center. For them, it represented an improvement in living conditions. For the Navy, it was another step toward more personalized quarters.

The new quarters avoid the standard Navy gray, substituting color schemes of red, blue, green and gold. The public areas and corridors are fully carpeted and the windows have draperies.

Most rooms accommodate four and are equipped with study desk areas, Hollywood style beds and large wardrobe type individual lockers. There are television and recreation facilities on each floor.

A new Wave barracks also has some additional features. There is a rug on the floor of each room and the barracks also has washing machines and dryers and two large kitchens.

Plans are underway for similar living quarters to house all Navymen in and above pay grade E-2.

On the Job Training at Pearl Helps Navymen Do a Better Job

During any given month, the Fleet Training Group at Pearl Harbor, Hawaii, provides on-the-job-type training and testing for some 1200 shipboard Navymen. Emphasis is on showing the Fleet sailors how they can do a better job with everyday duties—and that everyday duties are essential to the success of a ship's operations.

Classes at the FTG range from one-half day to 12 weeks. Training is conducted by 60 instructors—mostly chief and petty officers first class—who hold classes ashore and then go on board ship as underway observers during operational readiness inspections.

The students primarily are men assigned to Pearl Harbor-based ships, but other Navymen, including some from foreign navies, also attend the courses.

The FTG ashore section offers 70 courses in general areas such as electronics, gunnery, engineering and underseas weapons. The latter is a relatively new and expanding class which provides training in the operation and maintenance of various underseas weapons.

Gunnery training at the FTG is geared to follow a thorough, fast-paced schedule. Seaman Ronald Madery of USS *Hissem* (DER 400), a recent graduate of gunnery training, gives an example: "I attended classes in the 3-inch/50-caliber rapid fire gun mount and learned how to maintain the gun and operate it the way it should be. I never realized I could learn so much in just four days."

Firefighting and damage control are FTG specialties. The school offers 11 different courses in these subjects, and each year some 5000 PACFLT Navymen return to their ships with renewed confidence in their ability to handle emergency situations at sea.

The engineering officer of USS *Epperson (DD 719)*, Lieutenant (jg) John G. Bloomer, said that before his ship's latest deployment, almost every enlisted man on board received FTG firefighting training. "By the time we deployed," said LT Bloomer, "the crew had an exceptional interest in damage control. There was a general feeling that we could handle any emergency that might arise."

Boatswain's Mate 2nd class James E. Tucker added that he had been through the FTG "four or five times," but that he still learns "a little more each time I go." Tucker continued: "Mainly I learned not to be afraid of fire—but to respect it. I could walk into a smoking compartment right now and know exactly what to do."

Underway training shows how well the ship crews learn their FTG lessons. Seven officers and 27 enlisted instructors known as FTG ship riders go along during refresher training and observe activities from engine room to signal bridge.

All surface ships which operate from Pearl Harbor regularly receive such training. Most often involved are units of DESFLOT FIVE, SERVRON Five and Hawaii's Coast Guard command. Ships headed for duty in the Far East often stop for FTG training, as do some ships of foreign navies. The underway training usually is confined to an area 800 square miles south of Pearl Harbor.

Battle problems which range from personnel casualties to bomb hits below the waterline are simulated and the crews must make "repairs" and keep their ships in operation while the ship riders look on.

One of the FTG ship riders, Radarman 1st Class Chester C. Driggers, said he observes operations within the combat information center, and "gives a hand when needed." Driggers said that he and the other ship riders elsewhere on board hold classes "sometimes, but during battle problems we only observe and grade the activities. If the crew does something wrong, we show how to correct it."

The FTG is flexible in its training schedule. For example, if a ship scheduled for gunnery instruction shows up with inoperative guns, the FTG will train the crew in some other area in order to, as one Navyman put it, get 'em while they're here." Then, any training that was missed is rescheduled.

Advancement Quals Published for Eleven Decompressed Ratings

Navymen in 11 ratings which were decompressed last December can grab their books and begin studying for the February 1970 exams.

Advancement qualifications for 10 of the ratings were published as Enclosure One to BuPers Notice 1414 of 15 Mar 1969. They are for the following ratings: Quartermaster, Signalman, Boilerman, Machinist's Mate, Ship's Serviceman, Storekeeper, Mineman, Aircrew Survival Equipmentman, Aviation Maintenance Administrationman and Aviation Storekeeper.

Advancement quals for the 11th rating, Torpedoman's Mate, were published in BuPers Notice 1440 of 6 January.

The 11 ratings listed above were decompressed at the E-8 and E-9 levels on 22 October and the new advancement qualifications will be used to prepare the February 1970 Navy-wide examinations for senior and master chief petty officers.

The qualifications should be inserted in the *Manual of Qualifications* in accordance with instructions in BuPers Notice 1414, so that they may be readily available for guidance of personnel in the decompressed ratings. Do not file them with the notice.

Letters to the Editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

No Star on First PUC

SIR: Crewmembers of USS *Kitty Hawk* (CVA 63) who were embarked from 23 Dec 1967 to 1 Jun 1968 are entitled to wear the Presidential Unit Citation as are the men of embarked Attack Squadron 112 of Carrier Air Wing 11.

I have been unable to find references to wearing the bronze star with the PUC ribbon on the first award but I think there is such a directive. I also believe the same notice gives permission to those who become attached to the command after the action award dates to wear the ribbon without a star as a courtesy to the command.

Since we will be in a number of WESTPAC ports, I would like to know how to wear the award correctly.—C. E. N., PN2.

• *The experts on awards say no directive exists authorizing a bronze star to be worn on the ribbon for a first award of the Presidential Unit Citation. They recommend you stick to the advice given in SecNav Inst P1650.1C, Section 3, Article 331. You will find the ribbon alone is worn for the first award, and bronze stars indicate subsequent awards of the same decoration.*

You will also find that men attached to the command before or after the action date are not entitled to wear the ribbon.—ED.

Post Office Delivers Again

SIR: We of the Post Office on board USS *America* (CVA 66) would like to congratulate our counterparts on USS *Constellation* (CVA 64) for issuing 2253 money orders in 14 hours which totaled $161,391.59. (ALL HANDS, January 1969, p. 44). But it's not a record.

While in WestPac, the *America* crew sold 2589 money orders during a 12-hour period, and 2376 money orders a week later, in a single day. Total sales were $167,560.13 and $169,109.71, respectively.

It's very possible another Navy post office could top these figures, and it only goes to show that during carrier deployment, post office crews put in those long, hard hours, just like their shipmates. I can assure you that if you got into tonnage of mail handled during carrier deployment, the figures would be equally staggering.—A. Armendariz, PC1, USN.

• *Our hats are off to you. For your brisk money order business—and for not claiming a record.*

It's been said before, and it's worth saying again: The men who process the mail rate a vote of thanks.—ED.

CREWMEN man rails as 25-year-old *USS Grapple* (ARS 7) pulls into port.

Stripes on Sleeve Cuffs

SIR: In response to the possibility that a few old-timers might still be around to identify some of the Navymen shown in a photo taken approximately 70 years ago (ALL HANDS, January 1969):

Sorry, that was before my time. However, in addition to youth, I have sharp vision—and a question about the uniforms worn in those days.

Two of the five jumpers shown have three white stripes on the sleeve cuffs—much like the piping we wear today. However, two of the jumpers have two stripes on the sleeve cuffs, and the fifth jumper only one.

What significance, if any, did white sleeve piping have in those days?—J. Y., RM3, USN.

• *Some 20 years ago, before the present rating structure went into effect, white stripes on the cuffs of the dress blue jumper indicated a Navyman's rate, as follows: petty officers 1st, 2nd and 3rd class, and seamen and firemen 1st class, three stripes;*

seamen and firemen 2nd class, two stripes; seamen and firemen 3rd class, one stripe.

Transition to the new rating structure—completed on 2 Apr 1949—included the elimination of white cuff stripes as an indication of rate. Three stripes became standard—for decoration only.

Also, the Seaman Branch was dropped and petty officers who previously wore their rating badges on the right sleeve moved them to the left. The so-called right arm ratings affected by this change were Fire Controlman, Signalman, Quartermaster, Torpedoman's Mate, Mineman, Gunner's Mate, Turret Captain and Boatswain's Mate.

On another old subject, you ask whether the Navymen in the picture have been identified.

Not yet. We're waiting to hear from someone who served in 1900 and, at age 90 or so, has a memory for faces seen 70 years ago.—Ed.

HOME ON THE RANGE—AVR of Surface Craft Dept., NAS Point Mugu, gets a washdown. The craft is assigned duties on Pacific Missile Range.

Gundeck Is Well-Documented

Sir: After reading your explanation of the term "gundecking" in your September 1968 issue (Letters to the Editor, p. 28), and the continuing controversy on the subject since then, I believe a more colorful explanation is one which I ran across some years ago in an old book of naval slang and expressions.

It describes how the commodore of an early British squadron received his position reports from his navigator who had a somewhat oversimplified method of determining his fix.

By using the reports received from the other ships in company, the navigator obtained his position without so much as taking one celestial. He never had to leave the gundeck, the one below the main deck. As a result, it became known that at fix time, the navigator was below "gundecking" his position.

As an added matter of interest, I've also learned that "gundecking" also means pretending to be sober whereas "smokestacking" describes pretending to be drunk.—G. W. Crowninshield, LCDR, usn.

Sir: In your September 1968 LTE section you invited readers to submit explanations for the term "gundecking." I so submit.

You are correct in assuming that the gundeck was the deck below the upper deck and one upon which no guns were actually mounted. It was the living quarters for the midshipmen.

The term "gundecking" arises from the fact that this was also the place where the midshipmen did their navigation lessons. They would take sun lines at noon and celestial fixes at night, then go below to the gundeck, work out their calculations and show them to the navigation officer who taught the classes.

Certain of these young men, however, had a special formula worked out ahead of time which aided them in arriving at a pretty safe and correct conclusion. They would note the noon or last position on the quarterdeck traverse board and determine an approximate current position by dead reckoning plotting, using the quarterdeck log information, such as speed and course changes from the last calculated position. With this dead reckoning position in hand, they would return to the gundeck and proceed to "gundeck" their navigation homework by simply working backwards from the dead reckoning position.—E. F. Speck, Jr.

- *Thank you, gentlemen, for your definitions. It's always a pleasure to hear from readers interested in and knowledgeable of naval history and traditions.*—Ed.

Reserve Obligations

Sir: I've been on active duty since April 1968 under the Reserve "Two-by-Six" program, in which I serve two years of active duty as part of a six-year Reserve enlistment. I planned on returning to civilian life in April 1970.

However, I now hear rumors of at least two different plans to cut back Reservists' active duty obligations. One is a simple "early out" plan. The other would cut active duty obligations from two years down to one year.

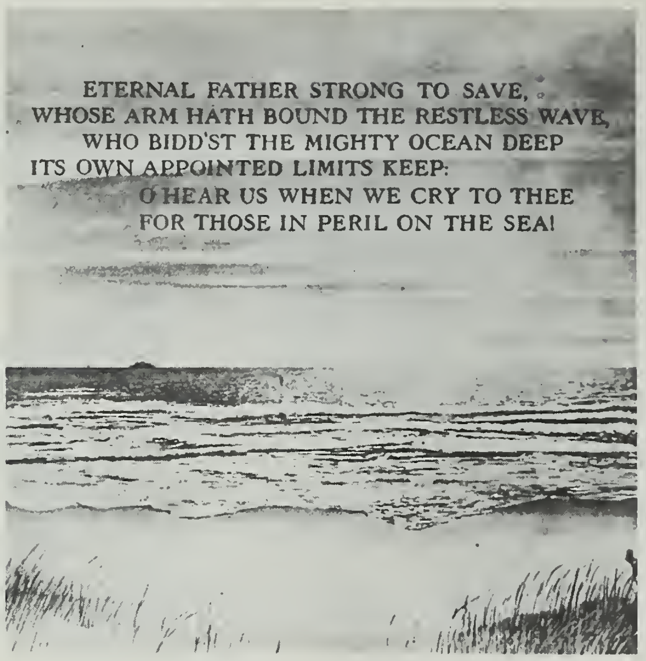
Any substance to these rumors?—J. L. P., usnr.

- *In a word, no.*

A flood of queries similar to yours has had people in the Active Enlisted Plans Branch, BuPers, wondering how (and where) in the world such rumors get started.

Perhaps some Reservists think there will be a repetition of the program under which 30,000 two-by-sixers were released early during the last three months of last year. However, last year's program was an economic necessity—and a one-time deal.

For the record: The Navy currently has no plans this year for another early separation program or reduction of Reserve contract obligations.—Ed.


ETERNAL FATHER STRONG TO SAVE,
WHOSE ARM HATH BOUND THE RESTLESS WAVE,
WHO BIDD'ST THE MIGHTY OCEAN DEEP
ITS OWN APPOINTED LIMITS KEEP:
O HEAR US WHEN WE CRY TO THEE
FOR THOSE IN PERIL ON THE SEA!

Navy Hymn Has Long History

Sir: I recently heard a hymn entitled "O Master of the Waking World," which sounded very much like our Navy hymn, "Eternal Father, Strong to Save." The lyrics were different, but the music was the same.

Do you have anything on this subject?—H. D. A., CAPT, USN.

• *What you heard is not unusual. The music to "Eternal Father, Strong to Save," sometimes shortened to "Eternal Father," and known as the Navy Hymn, can be found in many Protestant hymnals with lyrics other than the original.*

You probably heard "The Kingdom of God," which appeared in the 1935 edition of the Methodist Hymnal, and begins with the words "O Master of the Waking World."

Credit was properly given to both the lyricist who wrote the verses of "The Kingdom of God," Frank Mason North, and the composer of "Eternal Father," Rev. John Bacchus Dykes of England.

But the words of what is now best known as the "Navy Hymn" date back to the mid-nineteenth century.

They were the original words to "Eternal Father," written in 1860 by Rev. William Whiting of the Church of England, who had survived a vicious storm in the Mediterranean. Rev. Whiting was inspired to write the following words:

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to thee,
For those in peril on the sea.

That was the first stanza of "Eternal Father."

The music itself, as mentioned above, was composed by Rev. John Bacchus Dykes. The composition first was entitled "Melita" (ancient name for the island of Malta). Rev. Dykes adapted the music to "Eternal Father" in 1861.

(Rev. Dykes also composed the music for hymns such as "Holy, Holy, Holy," "Lead, Kindly Light," and "Nearer, My God to Thee.")

Now to the Navy angle. "Eternal Father" has long appealed to seafarers, particularly those in the United States, British and French navies.

In 1879, the late Rear Admiral Charles J. Train, USN, *then a lieutenant commander and officer-in-charge of the Midshipmen choir at the Naval Academy, initiated the singing of "Eternal Father" during Academy chapel services. (This inaugurated the present practice of concluding each Sunday's Divine Service at the Academy with a singing of the hymn's original first verse.)*

Another popular verse known as the Naval Aviation version apparently was written either during or shortly after World War II. This verse is as follows:

Lord, guard and guide the men who fly
Through the great spaces in the sky,
Be with them always in the air,
In dark'ning storms or sunlight fair.
O, Hear us when we lift our prayer,
For those in peril in the air.

This verse and the original verse were the ones rendered by the Naval Aviation Cadet Choir on the Navy Log television series.

Melodic experts in the Music Branch of the Bureau of Naval Personnel consider "Melita," "Eternal Father," "Navy Hymn," or whatever you call it, a moving and inspirational work. Little wonder, they say, that so many different lyrics have been adapted to the music.—Ed.

ID Cards While in the Reserve

Sir: Active duty Navymen are not the only ones in our establishment who face policy stumpers. We also have them in the Naval Reserve.

Take ID cards.

Three years ago I moved to the Retired Reserve after 20 years as a Reservist. Of course, I will not begin to draw Reserve retired pay until age 60, which is some years away.

However, for most of those years, I will not have an ID card to identify myself as a member of the Retired Reserve. I was not issued a new ID card when I retired; the one I carried with me into retirement has an expiration date of 2 Oct 1969.

Checking with the local Training Center, I'm told that I do not need a new ID card until I reach age 60 and apply for Reserve Retired pay. In other words I'll be identifying myself with an expired ID card.

Does this make sense to you? I have addressed the same question to the editor of "The Naval Reservist" magazine, but thought you might like to pass this information to any Reservists on active duty who might some day face the same problem.—G. M. S., SKC, USNR(Ret).

• *When you transferred to the Retired Reserve, you should have received a new ID card (a red one) with the word "Retired" entered in block* *for "Expiration Date." The card is DD Form 2N (Reserve).*

To get one, we suggest you call again at your Reserve Training Center and ask for a copy of NavPers 5512/1 (Application Form). Your completed application can be verified by a Navy card-issuing activity when you can present your retirement orders as positive proof of your retired status.

If you do not have a copy of your retirement orders, fill out your application and mail it to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md. 21905. After your retired status is verified and the application is returned to you, trade it for a new card at any Navy ID card-issuing activity.

When you reach age 60 and are authorized Reserve Retired pay, you should obtain DD Form 2N (Retired), a gray ID card, which will permit you to cash in on your retired benefits. Details on ID cards are discussed in article B-2105, "BuPers Manual."

The editor of "The Naval Reservist" thought it was interesting that we heard from HIS *reader.*—ED.

PEARL HARBOR-based *USS Carpenter* (DD 825) refuels helo while on station.

Yokosuka Night Riders

SIR: As an old Far East hand, I couldn't resist a few comments on your article on living conditions at Yokosuka, Japan.

Navymen and their dependents coming to Japan shouldn't have to stay overnight at Tachikawa and ride the bus to Yokosuka the following day.

All accompanied personnel arriving in Japan are assigned a sponsor who is expected to meet them upon arrival and provide personal transportation to Yokosuka as well as billeting at a hotel upon arrival there.

This should eliminate the hair-raising taxi ride in the middle of the night and, believe you me, it can be extremely exciting, even terrifying, especially to those who haven't been there before.—R. E. Carter, YNC, USN.

• *Thanks for your comments. Those who have experienced the thrill of a Tachikawa-Yokosuka taxi ride are happy that the sponsor system is alive and well at Yokosuka.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- USS *Washington* (BB 56)—A reunion will be held 14 through 17 July at Wilmington, N. C. For details, write to USS Washington Reunion Group, Box 27035, Columbus, Ohio 43227.
- USS *Pennsylvania* (BB 38)—The sixth reunion will be held at the Jolly Roger Motor Inn, Anaheim, Calif., on 31 May. For information, contact Phil Turbitt, 154 W. Zane St., Long Beach, Calif. 90805.
- USS *Barton* (DD 722)—A reunion for those who served aboard during the Korean conflict will be held in Washington, D. C. For confirmation of dates and other details, contact Jim Deters, 2605 Greenup St., Covington, Ky. 41014.
- USS *Nereus* (AS 17)—Plankowners and members of Boot Camp Co. 4027 will hold a reunion 19 July at Vallejo, Calif. John D. Groo, 2109 Illinois St., Vallejo, Calif. 94590, is your contact.
- *VP 83*—Second reunion will be held at Pensacola 25 and 26 September. For details, contact R. R. Fluck, 319 Calhoun Ave., Pensacola, Fla. 32507.
- *LCI (L) Flotilla II*—A reunion will be held in Southern California in July 1970 by those who served in Europe during 1943-44. For details, contact Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.
- *Third Marine Division*—The 15th annual reunion will be held in Miami, Fla., on 10 through 13 July. Contact T. O. Kelly, 7222 Valley Crest Blvd., Annandale, Va. 22003.
- *PT Boat Operators (WW II)*—A reunion will be held at the Shamrock Hilton Hotel, Houston, Tex., 24, 25 October. For details, contact J. M. Newberry, P. O. Box 202, Memphis, Tenn. 38101.
- *Submarine Veterans*—The sixth annual reunion will be held 7 through 10 August at the Sheraton Motor Inn, Quincy, Mass. For details, contact W. C. Gannon, 5 Winnemere St., Malden, Mass. 02148.
- *First CB Detachment*—A reunion is being planned for the near future, with time and place to be determined. Contact Samuel Weissman, 46 Pinecone Lane, Westbury, L. I., N. Y. 11590.
- USS *Gambier Bay* (CVE 73 and CV 10)—A reunion is being planned for this year in St. Louis, but exact date and place are not yet determined. For details, contact Anthony Potochniak, 1110 Holly Lane, Endicott, N. Y. 13760.
- USS *Spadefish* (SS 411)—It is proposed that a reunion be held at Newport News, Va., around the end of July. For details, contact Kenneth L. Sigworth, 26 Colburn Drive, Poughkeepsie, N. Y. 12603.
- *Patrol Bombing Squadron 28* (WW II)—A reunion is being contemplated for sometime in the late summer or early fall, with date and place to be determined. For details, contact Donald G. Reed, 1211 W. 22nd St., Oak Brook, Ill. 60521.

USS Ely (PCE 880)

Good Duty on the Great Lakes

SIR: It appears that ALL HANDS is again running articles on the many duty stations available to Navymen throughout the world. Despite the far-away places with strange sounding names mentioned in your January issue, I'll bet there are some Navymen who will tell you the only good sea duty is no sea duty at all.

However, we on board USS *Ely* (PCE 880) must disagree. *Ely* is a ship in what has been called the Corn Belt Fleet, and we're willing to bet a lot of sailors scattered around the world aren't even aware the Navy has ships operating in the heart of America's midwest.

The fleet is composed of escort and patrol ships, the front-runner of which is *Ely*, homeported in Sheboygan, Wis. Others are USS *Havre* (PCE 877), homeported at Great Lakes, Ill.; USS *Portage* (PCE 902), homeported in Milwaukee, Wis.; and USS *Amherst* (PCER 853), which is homeported at Detroit, Mich. Homeported in Chicago is USS *Parle* (DE 708).

Corn Belt Fleet includes USS Amherst (PCER 853), above, USS Havre (PCE 877), below left, and USS Portage (PCE 902), below right.

Generally speaking, the fleet's steaming season begins in late March and ends in mid-November. The ships rarely remain away from port overnight and, by and large, the crews enjoy the best liberty ports in the world—no new languages to learn, no foreign currency to struggle with and no exotic customs to observe.

Thirteen major states make up the Ninth Naval District and the four training craft are the only seagoing Navy many of the people living around the Great Lakes have an opportunity to see. It is also a pleasure for the men of the Great Lakes Navy to meet the midwestern people and show them real Navy ships.

Some examples of the cordiality which exists between the Navy and the port people can be found in the call *Ely* made at Manistee, Mich., to celebrate Independence Day last year. *Ely* was the first Navy ship to visit the town in 25 years and most of the 7500 people who live there visited the ship.

The same thing happened at Port Washington and Green Bay, Wis.

It might surprise some old Navy salts that even Regular Navymen can learn a thing or two from the Reservists who come aboard and, believe me, they impress us with the way they can take over and perform every job given them. They can even tell us a few stories we haven't heard before.

For the most part, duty on board a Corn Belt PCE or PCER is more interesting than any other duty we have had, which makes us who are on board wonder why they are undermanned.

The tour is two years of neutral duty and, it has been said that it tops shore duty. Navymen who want duty with the Corn Belt Fleet need only submit their requests to EPDOs for preferred duty.

—William Wucher, SKC, USN.

• *To check your credentials as a connoisseur of sea duty, we found you had served in five ships other than* Ely *since the latter part of 1958.*

We must conclude, therefore, that you know what you are talking about. Thanks for not only a very informative but also very interesting report. Perhaps your description of this neutral duty will spark others into following you to the Great Lakes.—ED.

Grandfather Was a Sailor

SIR: When I read "Grandfather Was a Navyman, Too" in the January issue of ALL HANDS, I was curious to know whether I could locate the service record of your reader's ancestor with no information other than was contained in your story.

When I tell you I located his record, you can draw your own conclusions about the retrievability of data at the National Personnel Records Center.

The record showed your reader's grandfather, Fred C. Bolger, enlisted at Mare Island as a Landsman on 24 Jan 1891 when he was 21 years and five months of age. His height was five feet, five and a half inches; he had blue eyes, brown hair and a florid complexion.

Bolger listed his occupation as: None, when he enlisted. He was stationed briefly (two days) in USS *Independence*, and then was transferred to USS *Alert*, in which he served until 4 Oct 1893. He then returned to *Independence* until he was first discharged on 24 Oct 1893.

During this enlistment he advanced from landsman to O. S. (ordinary seaman), and then to seaman, the rating he held at discharge.

He reenlisted as seaman at Cleveland (his birthplace) on 8 Jun 1895 and was in USS *Michigan* to 25 Mar 1898 and in USS *Columbia* to 7 June of that year when he was discharged. While on board *Michigan* he was promoted to coxswain.

On 14 Jan 1901 he reenlisted for four years at Erie, Pa., as a seaman, and was in *Michigan* until 15 Jan 1903 and in *Columbia* until he died on 15 May 1903 at the Naval Hospital in New York. He was promoted to quartermaster, 3rd Class as of 30 Jan 1902. He was buried at U. S. Naval Cemetery, Brooklyn, N. Y.

A letter written on 7 Aug 1903 notes that James Bolger was listed as our subject's father. The next of kin was recorded on his 14 Jan 1901 enlistment and the father's address was given as 249 Trowbridge Ave., Cleveland, Ohio.

Bolger was injured in 1893 while sailing in *Alert* and medical details concerning the injury are listed in his record. His service number was 165 19 65. Sorry I can't give you any more details.—W. I. Nash, Lieutenant Commander, USN, BuPers Liaison Officer, National Personnel Records Center, St. Louis, Mo.

• *We are filled with nothing less than sheer admiration and astonishment. We knew, of course, that the Records Center was extremely competent, but had no idea of the vast range of information it possessed, nor the indefatigability of retrieval experts such as you.*

After your brilliant display, we are somewhat diffident about adding our minuscule bits of information concerning the ships in which Grandfather Bolger served. Nevertheless . . .

When he passed through Independence *on his way to* Alert, Independence *was a receiving ship and had been acting in that capacity for 34 years. This was the* Independence *which had earlier been designated as the flagship of the Mediterranean Squadron which fought the Barbary pirates in 1815. She continued to serve as a receiving ship until 1912.*

As we reconstruct the dates, Bolger must have been on board Alert *when she sailed the Bering Sea seal patrol, was still with her when she finished her Asiatic Station tour in August 1893, and must have helped place her out of commission in October.*

Presumably Grandfather Bolger served on board Michigan *and saw duty in the Great Lakes.* Columbia *(Cruiser No. 12) was a receiving ship in New York when Bolger was aboard. He appears to have sailed nearly all seven seas during his Navy career.* —ED.

AND SO TO BED—*USS Davis* (DD 937), in Da Nang Harbor after a day of gunfire support, darkens ship and takes up a night station close to shore.

Reserve Pennants

SIR: In a civilian publication concerning small boat handling, I came across two pennants pertaining to the Naval Reserve. One is listed as "Naval Reserve Yacht Pennant" and the other is "Naval Reserve Yacht Owner's Distinguishing Pennant."

Who is authorized to fly these pennants, and where can one find this authorization?—D. R. H., ENCS, USNR.

• *The Naval Reserve Yacht Owner's Distinguishing Pennant is a personal pennant which designates the owner or operator of the vessel on which it is flown as one who made a yacht or other vessel available to the Navy during World War II.*

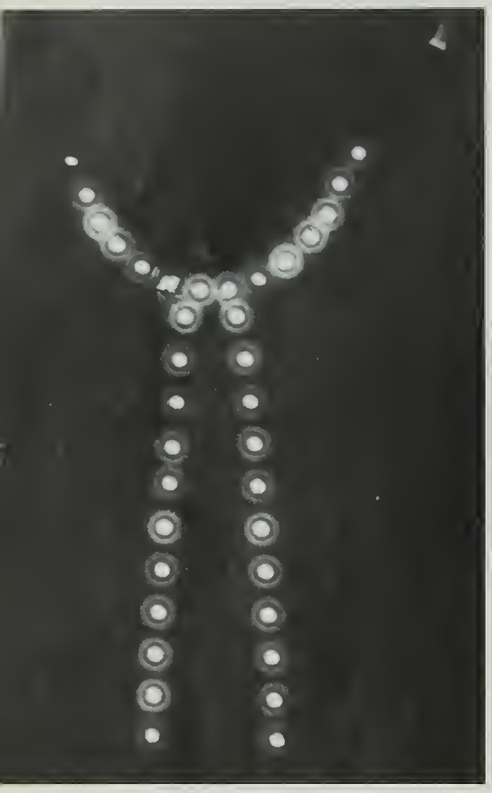
It may be displayed on any craft owned or chartered by such individuals.

You must, of course, have documentary evidence of your right to fly this pennant. If your vessel was made available to the Navy during World War II, and you wish to fly the pennant, you should make application to the commandant of the naval district in which you live. He'll take it from there.

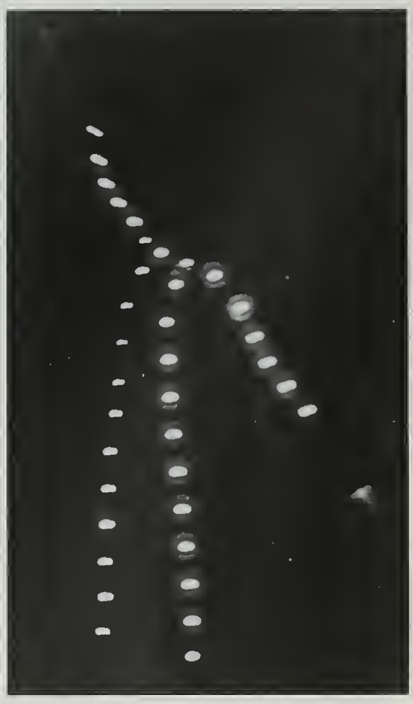
The Naval Reserve Yacht Pennant, on the other hand, designates a vessel as being made available for Navy use during any future time of war. A warrant must be issued by the Secretary of the Navy for each craft so designated. Also, the captain or owner of the yacht must be a member of the Navy or Naval Reserve.

Not all small vessels, of course, would be of any use to the Navy during time of war. In order to be eligible for the SecNav warrant, the vessel must first have been determined by the Chief of Naval Operations as suitable for such service.

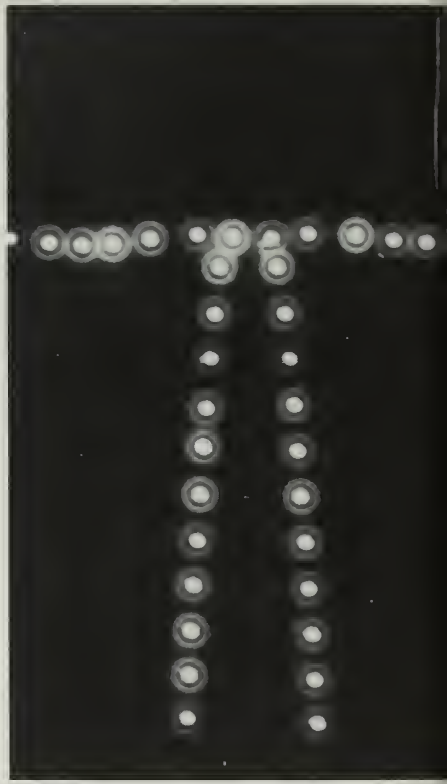
If you think your vessel would be useful as a wartime auxiliary, you should make application to CNO, via the closest district commandant.—ED.



"Too high, bring it down."



"Slide right."

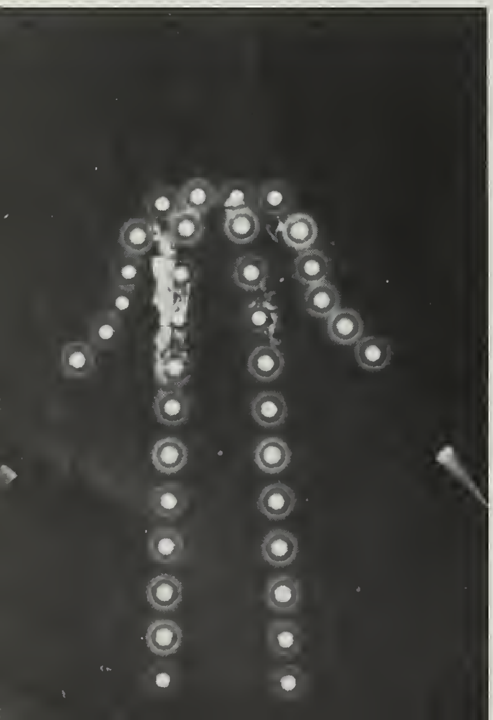


"Roger, reody to receive your opprooch."

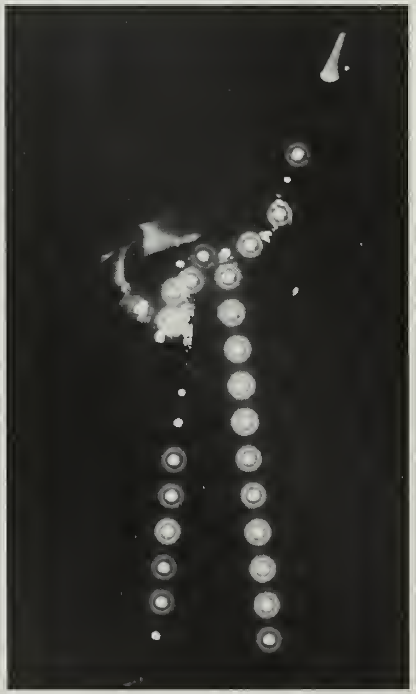
Twinkle, Twinkle, He's the Star

THE UNUSUAL LIGHT PATTERNS resembling oriental writing are in reality the landing signalman aboard uss *Tripoli* (LPH 10) operating off the coast of Vietnam. Flight operations aboard the ship often continue after dark. In order for a helicopter pilot to land at night he needs a director he can see. The answer was provided by the Navy's lighted suits, strings of battery powered lights attached to a one-piece coverall. Acting as a traffic signal the director can tell the pilot if he is too high, too low, to the right or to the left.

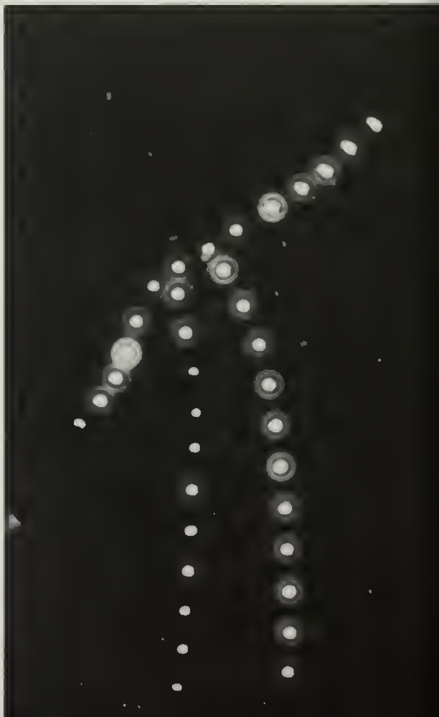
"Too low, toke it up."



"Cut engines, pilot's flight is completed."

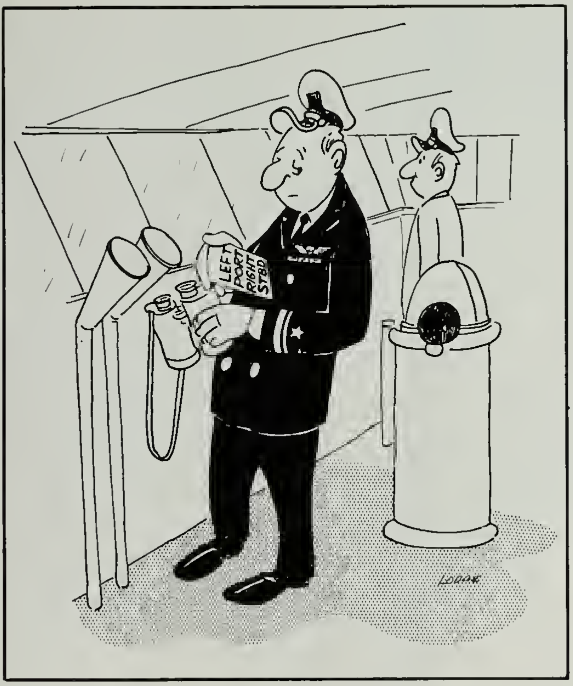


"Slide left."

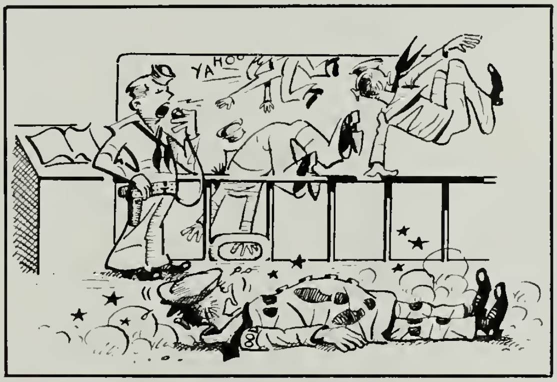


page 63

Billups E. Lodge, CDR, USN

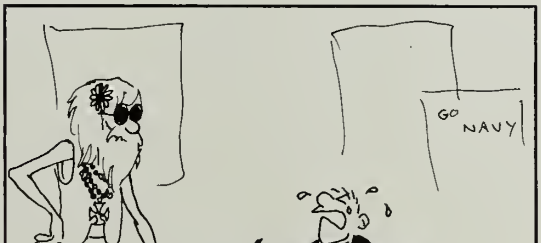

LEFT PORT RIGHT STBD
LODGE

Frank E. Kowing, Jr., PN3, USN



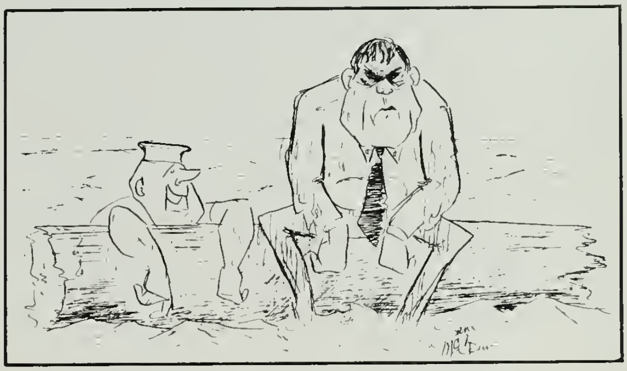
"Now Liberty Call . . . Lib . . ."

Jeremiah H. Paoli, IC1, USN


GO NAVY
U S NAVY RECRUITER
USN
JOIN NOW
Paoli

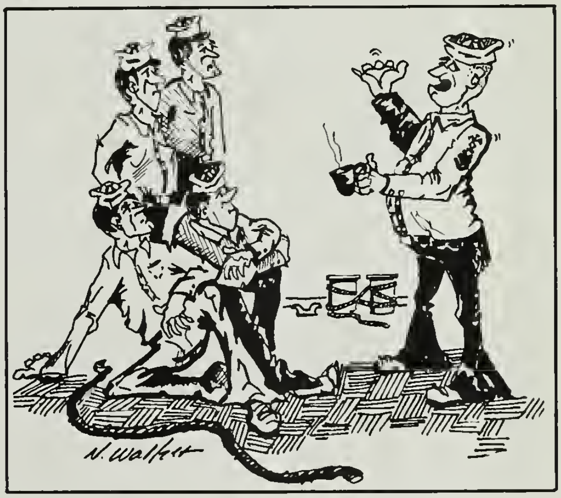
"Why me?"

Sam E. McCrum, JOC, USN



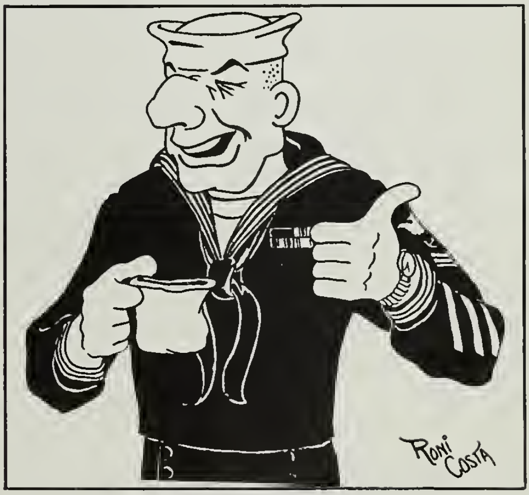
"Penny for your thoughts, Chief."

Norman Walker, SN, USNR



". . . and on the third day, I created the bowline."

Ronald J. Costa, CT3, USN



"The XO? Why yes, Seaman Jones, that's him on the . . . uh . . . pointy end."

TAFFRAIL TALK

THE OFFICERS AND MEN of the nuclear powered guided missile frigate USS *Truxtun* (DLGN 35) would like it known that they are continuing their campaign to educate the rest of the world on the proper spelling of their ship's name.

Just because their cigarette lighters may be inscribed *Truxtan*, and their ashtrays may read *Truxtin*, that's no reason to jump to wild conclusions. These things often happen, *Truxtun*-men find, when such items are sent out for engraving.

It's all part of a never-ending battle which the men of that ship fight to keep the second "u" in the name. Newspapers and magazines do not seem to go for that second "u," apparently. They seem to prefer to call the frigate *Truxton*, among other things.

Trophies and plaques have come back to the ship beautifully inscribed *Truxten*.

According to Chief Journalist Dick Wood, writing in the CRUDESPAC magazine *Vigilance*, the ship *Truxtun* has had more success keeping its name than the town of approximately the same name in New York.

All of the official town forms, stamps, seals, letterheads and the like had been incorrectly produced with the "o" in place of the "u", and when the town post office turned up with the same error in its postmark, that clinched it. The town officially became Truxton.

Lieutenant W. L. Allison, *Truxtun's* public affairs officer, adamantly proclaims this will never be the case with USS *Truxtun*. The ship was named after a founding father of the U. S. Navy, and his memory is not about to be shadowed by the improper spelling of his famous name, even though the town may have succumbed at long last.

We salute the men of *Truxtun*, and stand behind them in their fight to educate the public about their ship's name. We only hope that our good friends, the typesetters, will do likewise.

★ ★ ★

The forward torpedo room of a submarine makes for a smallish ballroom, the square dance club at Guantanamo Bay discovered last fall.

Eight members of the Gitmo Swingers (eight make up a square, for you watusi-lovers) gave a demonstration aboard USS *Sea Cat* (AGSS 399). She was submerged at the time.

It was one more in a long list of unusual places and conditions the Gitmo Swingers have tried, says Journalist Seaman John Bell.

They have also danced on the open deck of a submarine (no, it was not submerged that time, ding-a-ling), and on the fantail of a Republic of Korea destroyer. Each club member has a monogrammed patch to show he has taken part in the special dances.

Warrant Officer Bob Caster, the club's program director, wears over 50 of the special patches. His raindrop badge shows he has danced in the rain; the grasshopper one signifies a barefoot dance. He also wears a barrel badge, for dancing in the Guantanamo Base's desalinization plant.

Anyone for a telephone booth?

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's great future depends. The United States Navy exists to make it so.

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: PARTNERS—Destroyer USS Leary (DD 879) is framed by the tail of an aircraft on the flight deck of attack aircraft carrier USS John F. Kennedy (CVA 67) as the ships cruise side by side.

AB
04
PRIMUS ET PRINCIPES
F-4B
9431
873

A TRIBUTE TO

u.s.

TEAMWORK

Armed Forces Day

MAY 17, 1969

208.3:
629

ALL HANDS

359.05
A416

JUNE 1969

DEPARTMENT OF THE NAVY · BUREAU OF NAVAL PERSONNEL

Joel

D208.3 629

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1969 Nav-Pers-O NUMBER 629

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL M. F. WEISNER, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

A Thousand Plans of the Day—Sailing With the Fleet 2
Corpsman!—They Prove Themselves Over and Over 6
A Letter from the Skipper: Task Force Clearwater 10
YLLC: It's No Beauty, But It Gives a Big Lift 13
A Salute to the Navy Wives Clubs of America 14
TV on the High Seas 19
AFDM Five: Keeps Them High and Dry 20
Opening the Doors of Opportunity 22

Special Report: The Seabees and Where They Live 23

The Sun Never Sets on the Seabees 24
Davisville: First Home of Navy's Green Giants 26
Port Hueneme: Where the Builders Travel West 30
Gulfport: Seabees' Golden Gateway to the South 34
Busy Bees Build Under the Seas 37

Departments

Today's Navy 38
Decorations: The Bronze Star 56
Letters to the Editor 58

Bulletin Board

Quals for Firefighter Assistants 44
Latest Changes in Pro Pay Effective on 1 July 46
College Degree Program for Officers 46
Correspondence Courses 48
Policy and Practices of Uniform Board 49
Expanded Cold War GI Bill on Educational Benefits 50
Precedence of Decorations and Awards 52
Polaris Breast Pin Is Awarded 53
SecNav Reading List: How to Be Well Informed 54

Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: BEAUTIFUL—The photogenic USS Enterprise (CVAN 65) takes a break from her flight operations and poses for her picture.—Photo by M. B. Schmitt, JO3, USN.

• AT LEFT: SUGAR LOAFING—Three crewmembers of USS Josephus Daniels (DLG 27) pause at the midpoint of the cable car ride to the top of Sugar Loaf Mountain overlooking Rio De Janeiro, Brazil. The ship visited the port during Operation Unitas IX.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

A Thousand Plans of the Day —

SAILING WITH THE

It's not easy to keep up with all of the ships at sea, especially these days when the Navy is carrying out missions in many areas. However, the selected reports printed on these pages represent a typical sampling of the less publicized ships and their crews, starting off with the LSTs and then ranging from tugboats to LSDs.

Page County Takes Honors

There's no doubt about it. USS *Page County* (LST 1076) is a good ship to have on your side and she celebrated her excellence recently in a shower of awards.

With none less than Commander Amphibious Force, U. S. Pacific Fleet, doing the honors, *Page County* received her second consecutive Battle Efficiency Award for the best ship in her squadron during the preceding 18 months. At the same time, the admiral also pinned eight medals on members of her crew.

Page County took the honors in stride; she was used to them. During 1968, she demonstrated her ability in Vietnam by breaking, she believes, all cargohandling records for an LST while attached to the Naval Support Activity, Da Nang. Her total cargo north of the Demilitarized Zone and south to Chu Lai was 10,000 tons.

Page County also holds the engineering Red "E," four Gunnery White "E's," the Communications "C" and she was the first Pacific Fleet Amphibious Force ship to win the Supply Blue "E."

—Journalist 3rd Class Bill Bartkus

Milk Run for Polk County

Points of view can sometimes be diverse. To a travel agency, for example, a cruise on the South China Sea and up the Cua Viet River might once have seemed romantic.

To a newcomer aboard USS *Polk County* (LST 1084), the trip might smack of danger, but to the old hands on board the journey is simply routine. Here's a sample:

For 16 hours or more at Da Nang, *Polk County* has been taking on cargo ranging from bandaids to tanks. She carries everything for the troops—and sometimes even troops — she could accommodate 265. She also has more than 69,000 cubic feet of storage space on the tank deck.

More often than not, the 10-hour trip from Da Nang to the Cua Viet is uneventful and, although the entrance to the river requires delicate maneuvering, *Polk County* passes through with aplomb. She then travels about 400 yards upriver where, with the help of a pusher boat, she swings her bow around and into the LST ramp.

Six forklift loaders begin moving the cargo off until the main deck is empty, then move in on the tank deck which might contain as many as 500 pallets, plus rolling stock.

While the cargo is being offloaded, the Marines and Navymen from camps in the area make good use of the small, but well stocked, ship's store to purchase things that are necessities in the U. S., but luxuries around the Cua Viet.

Six hours after offloading began, it's all over. *Polk County* pulls off by the stern anchor and a pusher boat heads the bow into the entrance channel and out again into the romantic, dangerous or dull South China Sea, depending on how you look at it.

—Story and Photos by Bill Galligan.

USS Arlington

Steam catapults are not prone to zigzag around flight deck obstructions, which is probably one reason the flattop USS *Arlington* (AGMR 2) doesn't launch aircraft any more. The obstructions, of

ON THE SUPPLY LINE—LT John D. White, II, CO of *USS Polk County* (LST 1084) transmits orders to bow crew during offloading (rt.) at Cua Viet.

FLEET

course, are radio antennas, which give the former USS *Saipan* (CVL 48), now a communications relay ship, the capability to send and receive up to 5000 messages a day from ships on Yankee Station.

Arlington's prowess at her present-day job is impressive.

"We can simultaneously send and receive more than 100,000 words per hour," says Warrant Officer Daniel D. Worley, USN, a supervisor in *Arlington's* transmitter room. "Ordinarily we're connected with carriers, cruisers, or helicopter landing ships up in the Gulf. We relay their messages to and from the beach." The "beach" is a naval communications station in the Philippines or in Guam.

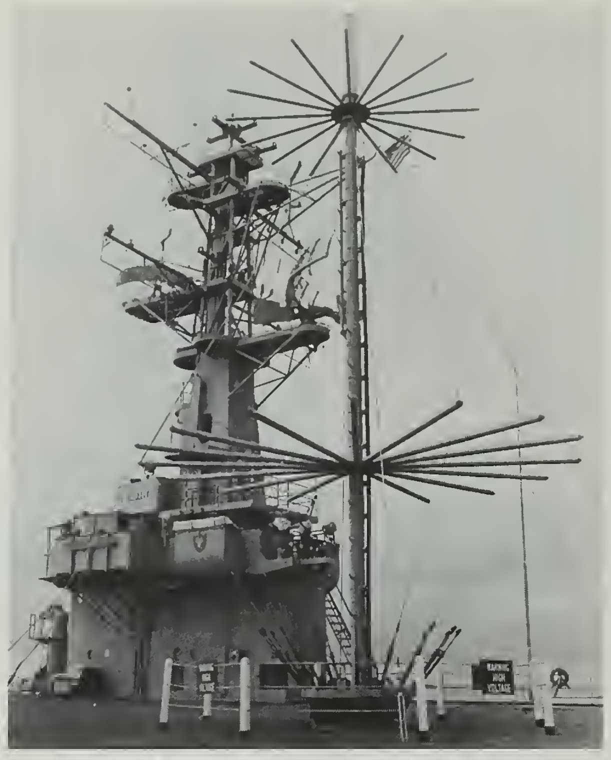
Arlington has 10 high-frequency, 10,000-watt transmitters; 14 other 500-watt transmitters; 65 multichannel receivers capable of picking up signals from thousands of miles away; and 1200 pieces of teletype equipment.

Until recently aircraft carriers and other ships operating in the Tonkin Gulf were just about out of reach. The Gulf is surrounded by mountainous land masses on three sides, and for ships with ordinary communications gear, it was difficult to transmit or receive from other naval communications stations. *Arlington's* special antennas

VIET VET—*USS Turner Joy* (DD 951) cruises Viet waters.

NERVE CENTER—*Turner Joy* receives gunfire information. *Below:* Combat Information Center plots target data.

ON THE LINE—*Turner Joy* prepares to move in to refuel from Seventh Fleet oiler *USS Navasota* (AO 106).



BIG TALKER — Antennas now sprout from deck of former carrier *Saipan*.

and her mobility make her an important asset to naval operations at Yankee Station, and supplement the capabilities of newly established stations in Cam Ranh Bay and in Da Nang in South Vietnam.

On 1 Nov 1968, for example, when the President ordered a halt to the bombardment of North Vietnam, it was *Arlington* that relayed the message on to carriers and Sea Dragon cruisers and destroyers engaged in such operations. High-priority traffic like that is aboard *Arlington* only minutes before being passed on to its proper recipient.

Arlington also provides other, less dramatic services. “We copy news reports and send them out to the Fleet—we call it the *Arling Times,*” explained Chief Radioman Louis J. Toth. “We usually send it out between 0500 and 0600. The ships like it so much they sometimes come up and ask us when we are going to broadcast it.”

Her past as an aircraft carrier gives *Arlington* a spacious quality that even the giant supercarriers lack. Her air-conditioned transmitter room, for example, is as large—and nearly as open—as a bowling center. Recreational spaces are plentiful throughout the ship.

The crew serves a one-year tour, spending most of it at sea (267 days last year), and most of them like it. “I'll extend for another year,” said one electronics technician. “I could never hope to get such good training or work with such sophisticated equipment anywhere else.”

AWARD WINNERS—*USS Page County* has won her 2nd battle E award.

Comings and Goings

OVERSEAS TOURS have ended for many ships in recent months. Here are some of their accomplishments during deployment:

- The San Diego-based destroyer tender USS *Prairie* (AD 15), during a six-month tour of duty in WESTPAC, provided services and repairs to approximately 100 ships of the U. S. Seventh Fleet. These included submarines, service force ships and amphibious ships, as well as units of the Pacific Cruiser-Destroyer Force.

In addition to their many hours of ship repair work, the men of *Prairie* found time to participate in several people-to-people programs. Among the projects undertaken was the painting of a building for a new village orphanage in southern Taiwan. On several occasions *Prairie's* dentists traveled to remote mountain villages of Taiwan to provide much-needed dental care.

- USS *Current* (ARS 22), based at Pearl Harbor, had a busy six months in WESTPAC. She provided assistance and towed two stricken merchant ships, directly supported allied forces ashore in Vietnam, provided diver training for the Navy of the Republic of China, and pulled USNS *LST 600* off the reef near Naha, Okinawa.

Current's operations off the coast of Vietnam near the DMZ included the repair of ship-to-shore petroleum delivery lines which enabled swift transfer of precious fuel to engaged forces ashore.

The *LST 600* job lasted 30 days, beginning with an emergency underway and ending in Sasebo, Japan, as *Current* was relieved of her tow by civilian tugs. Three weeks of preparation had consisted of patching, unloading, and rigging around the clock in spite of unfavorable weather conditions which at times made getting near the wreck by boat impossible.

On the final effort which pulled *LST 600* off the reef, *Current* was assisted by USS *Abnaki* (ATF 96), and *Chowanoc* (ATF 100). All that remained after that was retrieving beach gear, rigging the tow for sea, and the run to Sasebo.

LOOKING GOOD—Heavy cruiser *USS Saint Paul* (GA 73) makes a pretty picture as she cuts through Pacific waters heading for her home port.

AT WORK IN THE MED—As *USS Arcturus* (AF 52) comes alongside *USS Forrestal* (CVA 59) for highline transfer of stores, a helicopter from *USS Sylvania* (AFS 2) carries out vertical replenishment during Sixth Fleet op.

- The guided missile destroyer USS *Towers* (DDG 9), in six months with the Seventh Fleet, operated primarily on the gunline, but also participated in Operation Sea Dragon before its cessation, and attack carrier escort duty on Yankee Station.

The San Diego-based ship operated for 62 days on the gunline, and for 10 days in Operation Sea Dragon, making a total of 72 firing days.

Of her 52 underway replenishments, the most notable was an emergency night rearming.

- During her six-month Far East deployment, USS *Bausell* (DD 845) stood plane guard duty with the attack carrier strike force, and conducted gunfire support and search and rescue missions.

The San Diego-based destroyer also rescued 14 crewmembers of a Japanese fishing boat which burned and sank in the ocean 800 miles southeast of Tokyo, Japan.

- The Fleet Tug USS *Munsee* (ATF 107), homeported in San Diego, spent four months in the Northern Pacific. *Munsee* was based at Adak, Alaska, and served as the primary surface ship for the Adak Search and Rescue Sector.

Except for training and special operations, *Munsee's* deployment was uneventful until one hour before she was to return home to San Diego. At that time, she was called on to proceed some 200 miles west of Adak to assist the Japanese ship *Fuku Yoshi Maru* 15, which was experiencing serious flooding. After a 20-hour transit through heavy seas, wind, and snow, *Munsee* located the *Fuku Yoshi* grounded on the uninhabited Rat Island.

Heavy seas for the succeeding 48 hours precluded small boat operations and required the eventual removal of the 30 survivors by a helicopter from Adak. *Munsee's* contribution as on-scene coordinator of rescue operations proved essential in the eventual rescue of all survivors.

- The San Diego-based dock landing ship USS *Monticello* (LSD 35), during an eight-month deployment with the Amphibious Force, U. S. Seventh Fleet, provided support in six major operations.

In all, *Monticello* spent 60 per cent of her WESTPAC deployment in Vietnamese waters. *Monticello's* three tours in the combat zone averaged 45 days each.

Operations in which she participated were Swift Play II, Swift Play III, Daring Endeavor, Swift Move, Bold Mariner, and Defiant Measure.

During the deployment, *Monticello* refueled an average of once a week and replenished once every two weeks. During the six-month period of amphibious operations, she landed nearly 600 helos.

CORPSMAN!

The quality of mercy, says Shakespeare, drops as the gentle rain from heaven; but the rain in Vietnam is rarely gentle.

The quality of mercy, on the other hand, is distinctly of high quality and the Navy's hospital corpsmen dispense it abundantly although they probably would laugh if you told them so.

It is true, nevertheless, that the altruism shown by corpsmen in this conflict far exceeds the call of duty.

Few physicians are closer to their patients than hospital corpsmen are to the Marines with whom they work. They are assigned to each Marine battalion and consequently learn to know their prospective patients well—and small wonder.

They can usually count on six solid months in the battle zone without liberty. The only relief they can expect is an occasional football scrimmage, a swim, or whatever other recreation their ingenuity provides.

After they leave the battle zone, they are transferred to a Navy medical facility in Vietnam or to a hospital ship offshore where, perhaps, the fatigue factor and the danger are a little less.

In the hospitals, at least, there are doctors and nurses to share the burden of preserving life. But in the battle zone, the corpsmen are the whole show. Uncounted Marines now alive and well will testify that their performance was a good one.

In their role as medical factotums, the corpsmen diagnose and treat the illnesses which the climate and general conditions in Vietnam provide so abundantly. However, it is during a shoot-out with the Viet Cong or the North Vietnamese when the corpsmen get a real workout.

A Marine can fire a rifle or hurl a grenade from a relatively concealed position. If he is wounded, chances are he is exposed to enemy fire and that's where the corpsman goes to give him aid.

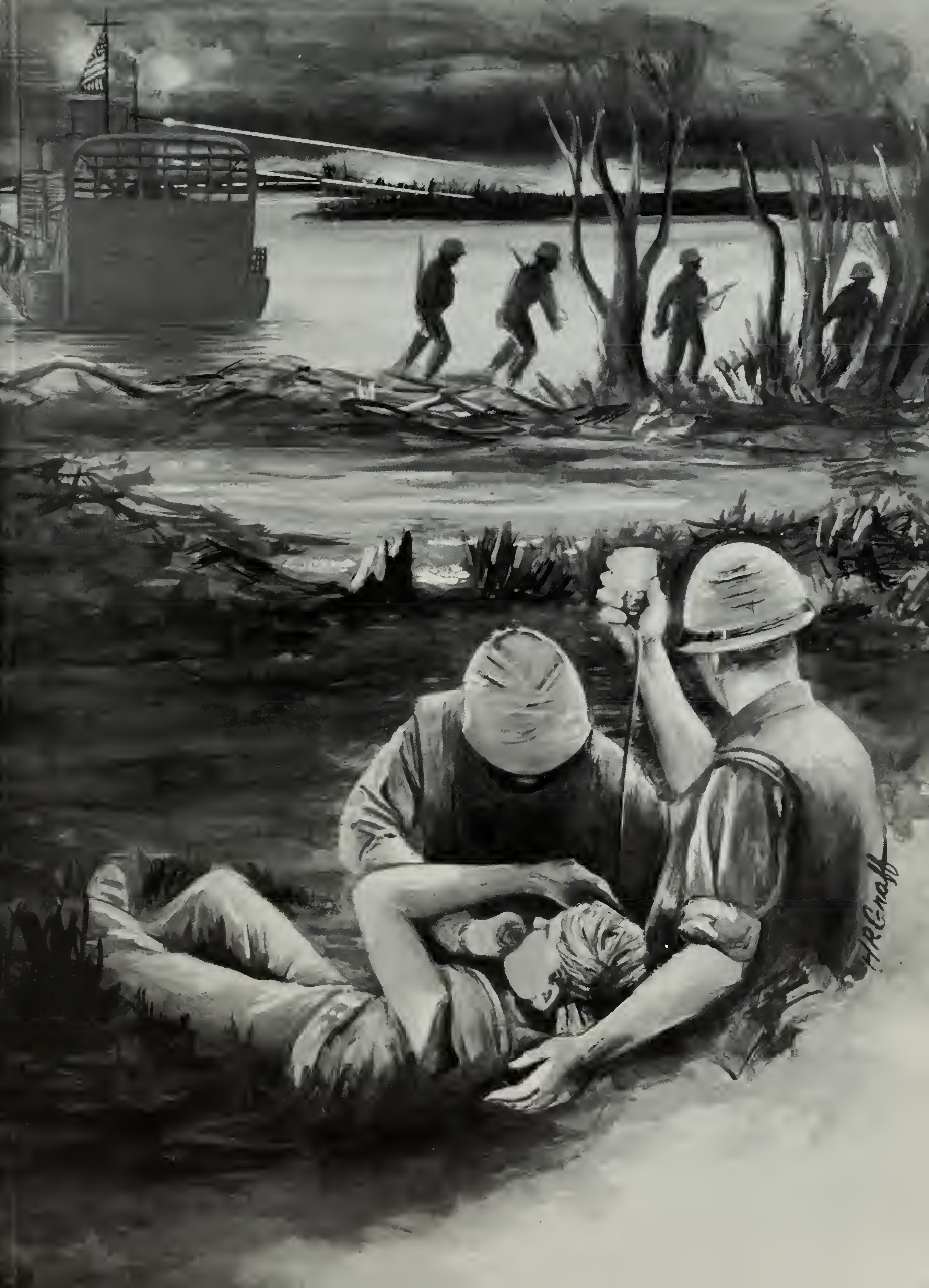
It is by no means unusual for a corpsman, seemingly oblivious to the bullets whistling around him, to kneel over an injured Marine; cut the clothing away from his wound and bandage it; examine him for broken bones and immobilize with inflatable casts those he finds; begin administering intravenous solutions and even massage the wounded man's heart, if this is necessary to keep him alive. The sight of a corpsman risking his own skin to save the life of his patient is familiar in Vietnam.

Firefights in a search and destroy mission are often intense but of relatively short duration. The company commander calls in the medevac helicopters for the wounded and things usually are reasonably quiet when they arrive.

To insure a minimum of unfriendly interference, the Marines on the ground spray with fire the area surrounding the landing zone. If the fight is likely to continue when the medevac choppers arrive, gunships are sent.

A smoke signal is usually needed to pinpoint the company's location and guide the helicopters to their destination. To the wounded and the Navy corpsmen, there is probably no music sweeter than the unharmonious roar of a medevac helicopter and, by the time it lets down, the wounded are on stretchers and on their way to the landing site.

Medevac doesn't remain long on the ground. The wounded are put quickly on board; the choppers shirr


HRCnaff

Photos clockwise from far left: (1) Edward Dorewski assists a wounded Marine during action. (2) HM3 Ron Jones assists during surgery. (3) HM1 Selmer Griffith reconstitutes unit of blood. (4) HM3 Fredrick Mossei assists surgeon during skin graft. (5) Corpsmen meet helo and rush injured to medical care.

up and away. The injured Marines are in the care of a new hospital corpsman.

This Navyman, too, is on his own and must judge for himself what measures should be taken for the welfare of the patients. During the relatively short flight, he keeps a wary eye on his charges to guard them against shock and other perils to their life and wellbeing.

Sometimes a wounded man makes several stops before he either is returned to duty in Vietnam or sent to the United States for further treatment.

If he isn't taken directly to one of the larger medical facilities, the first medical team which may see him probably works in a comparatively unsophisticated environment.

The hospital is frequently a quonset hut, but it is sufficient. Here, for the first time, there is a physician in charge and the corpsman assumes the role of assistant. Wounds are thoroughly cleansed and rebandaged. If transfusions are needed, they are given.

Those who can be treated with the means at hand, remain. The others are sent by helicopter to the Division Hospital at Da Nang or to one of the two hospital ships anchored off the coast of Vietnam.

ALL OF THESE larger facilities equal any in the United States. However, those requiring continuing attention are eventually sent to a hospital in Japan, Guam, or to the United States in order to keep local beds available for new arrivals. Regardless of where the patient goes, a corpsman is nearby.

When helicopters are heard approaching the hospital at Da Nang, the corpsmen scramble to unload the incoming casualties, taking those with severe wounds to the receiving area where stretchers are placed on sawhorses and bottles of intravenous solution hang from overhead lines, ready to replace lost body fluids.

Any remaining clothing around the wound is cut away and old bandages are removed. Broken bones are immobilized in splints; bleeding is stopped and blood samples are taken for the corpsmen in the laboratories.

Although the corpsman's primary concern is providing medical attention to the wounded, he never forgets the man is in pain and needs reassurance, so he takes time to light a cigarette, put a pillow under a man's head and assure him that everything is going to be all right.

For about half an hour, the receiving area is filled with people and activity, then it empties as the patients are moved out for X-rays or to the preoperative area, treatment rooms, clinics and wards.

WITH ONE GROUP of patients gone, the corpsmen in the receiving area sweep away the litter; hose down the floor; realign the sawhorses and hang new bottles of intravenous solutions on the overhead lines.

Finally, they have a few minutes to rest, which means they slump down against the nearest wall.

Some smoke, others are apparently lost in thought while still others catch a fast nap.

If it's mealtime, they gulp their food from the trays that have been sent from the mess hall.

Inactivity at Da Nang hospital, however, is of short duration. Soon the motor of another medevac helicopter can be heard and the corpsmen shake off their fatigue and make ready to receive another group of patients.

A hospital patient sees some corpsmen more than others. At Da Nang, 250 of the 500 corpsmen assigned there work in the ward where there are around 700 beds. The others work in laboratories and special treatment units.

The ward corpsmen, naturally, are the most often seen. At times, they are in constant attendance upon a patient as when a man is in shock and is followed through the hospital from the moment he enters until he is discharged.

The lab corpsmen analyze samples drawn from the patient for clues relating to his stability. A corpsman's duties are, in fact, a part of any medical step taken while a man is in the hospital, but the corpsman is probably most valuable when a patient is in the intensive care ward after surgery.

The patient is then under constant care and supervision and a corpsman is always on hand to monitor his body functions and see that he receives oxygen, saline solution and blood when and if they are needed.

CORPSMEN IN VIETNAM have never been accused of goldbricking. Work well beyond duty hours is not an exception, it is the rule—not necessarily because it is ordered, but rather because the corpsmen know human suffering doesn't keep regular hours.

Probably nobody on duty at Da Nang during the 1968 Tet offensive will forget when 169 patients were admitted in one day. Neither will anyone forget the effectiveness of the medical team in Vietnam.

During a one-year period, for example, less than two per cent of the Marines wounded in Vietnam succumbed to their injuries and all but 734 of the 5530 allied battle casualties treated at Da Nang that year were returned to duty in Vietnam. This is even more impressive when one considers that 75 per cent of the patients arriving require surgery.

After considering such statistics, anyone who concludes Navy corpsmen in Vietnam are hero material is right. As of the middle of March, they had garnered 18 Navy Crosses, 3 Navy and Marine Corps Medals, 22 Navy Achievement Medals, 100 Navy Commendation Medals, 158 Bronze Stars, 80 Silver Stars, .102 Air Medals and 3271 Purple Hearts.

Citations for these awards selected at random have one thing in common—the corpsman left a relatively safe or sheltered position and advanced across exposed terrain through enemy fire to aid the wounded.

From that point, the citations vary. Frequently, the corpsman, who is himself wounded, renders medical assistance while exposed to enemy fire and is the last to board the medevac helicopter.

Other corpsmen, apparently impervious to enemy fire, refuse to seek cover, placing the welfare of their wounded comrades above their own.

ONE NAVYMAN literally kicked away grenades until one, slightly out of reach, exploded but not before the already wounded corpsman threw himself over his patient, absorbing the shrapnel himself and saving the Marine from further injury and possible death.

While two of the enemy were advancing upon his patient, a corpsman continued to aid the wounded Marine. Even after the corpsman was too seriously injured to move, he asked that the wounded be brought to him. They were, and he continued giving them aid.

Still other corpsmen placed themselves between their patient and the enemy's fire and continued working though wounded themselves, finally being in such jeopardy and so badly wounded that they had to be evacuated under protest.

One factor in each of the citations seems to come through although it isn't expressed in words:

Each risked, and sometimes gave, his life simply out of compassion for his fellowman.

That is the quality of mercy in Vietnam and the quality from which heroes are made.

—Robert Neil

Navymen of Task Force Clearwater visit area villages to set up medical clinics, such as shown below. Right: Crewman comforts patient as PBR becomes ambulance in rush to hospital.

letter from the Skipper

TASK FORCE *Clearwater has not made a list of household words, but it has made its presence felt in South Vietnam. A relative newcomer to the conflict, the task force was organized in February 1968 for operations in two hotly contested northern provinces.*

Clearwater has had considerable—and unreported—success against the enemy. In the process, the men of the task force have quietly made friends among the South Vietnamese.

Some details of this came to light in the form of another story—a letter to the folks back home. As many Navymen know, parents and wives may occasionally receive a letter from the commanding officer which discusses, generally, the command mission and history and "how things are going." Such newsletters also usually reassure the families that the Navymen work hard, and receive the finest care possible.

COs in combat find that newsletter writing is a particular challenge, because, it seems, there never is enough time. Those who take the time face an additional challenge in finding the right words.

Here's where Task Force Clearwater enters the picture; its commander, CDR S. A. Swarztrauber, took the time to find the words.

Addressing himself to families and friends of the men in his task force, CDR Swarztrauber discussed Clearwater's history, mission and organization, and, in the process, revealed that he has a feel for the emotions of service in South Vietnam. It makes interesting reading for Navymen as well as families.

Let's read the commander's mail.

I TAKE THIS opportunity to write you about the exploits and activities of Task Force Clearwater, because I know many of our men are too modest, or too busy, to do so themselves.

Our task force is the only one of its kind. We have soldiers of the 63rd Signal Battalion; Marines of the First Searchlight Battery, 3rd Marine Division; and Navymen from River Patrol Flotilla Five, River Flotilla One, and the Naval Support Activity Da Nang.

We all work and fight side by side under the Navy's Task Force Clearwater emblem, but we do not work directly for the Navy. Our orders come from the Commanding General, U. S. Army XXIV Corps.

Our men wear a distinctive French-type black beret with a blue shield and gold sword emblem as their adopted symbol. They wear the berets with a rakish flair and with pride and dignity. You should see them.

How and why did Task Force Clearwater come about? If you have a map of Vietnam, perhaps I can help you become oriented. In the extreme north of South

Clockwise from above: (1) Minesweeper clears river; (2) PBR crew searches for munitions caches; (3) Crewman prepares for minesweeping; (4) Patrol Air Cushion Vehicle (PACV) skims along river; (5) PBR checks sampan.

Vietnam, two provinces, Quang Tri and Thua Thien, have been hotly contested between our forces and the enemy. Perhaps you have heard of some of the famous battles that have been fought here—Khe Sanh, Hue, A Shau Valley and others.

In essence, a U. S. Marine Division defends Quang Tri Province, and a U. S. Army Division defends Thua Thien Province, both, of course, in conjunction with the South Vietnamese Army.

Nearly all the supplies for these two divisions—the beans, bullets and bandages, we call them—must be shipped north from the major port of Da Nang. The Army's supplies must move up the Perfume River to Hue, and the Marine supplies transit the Cua Viet River to Dong Ha.

IT IS OUR JOB with Clearwater to make sure the cargo craft move safely on these rivers to their inland destinations. Half of our task force, the Hue River Security Group, performs this mission on the Perfume River, and the other half, the Dong Ha River Security Group, works the Cua Viet River.

A little about our enemy, Charlie, as we colloquially call the Viet Cong, and perhaps incorrectly, the North Vietnamese. We are determined that the supplies get through. The VC are just as determined that they not get through. Further, the VC want to use the same rivers freely for their own purposes—troop movements, infiltration, resupply, sabotage, and the like.

To make it interesting, Charlie plants mines in the water and uses rockets and machine guns from the riverbanks.

To appreciate the contest, you must understand the significance of waterways in Vietnam. Watercraft are as common here as autos are back home. The average Vietnamese hamlet is connected to other hamlets and villages by waterways, and a Vietnamese home typically fronts a canal. The homeowner in effect parks his sampan in his water driveway.

EVERYTHING imaginable moves by water—machinery, glass, lumber, fuel, hardware, textiles, fish, rice, medicine, pigs, water buffalo, chickens and, to be sure, military items. Passenger ferries and water taxis provide transportation for the people. Even the doctor makes his calls by sampan. (On this subject, many are the times our Clearwater craft have carried sick and injured Vietnamese to hospitals.)

So it is; all Vietnamese, loyal and enemy, rely on the waterways for transportation. So do we. In a way, we perform a double mission: We must see to it the waterways are available and safe for friendly use—but as difficult as possible for the enemy to use.

How do we stack up in our contest with Charlie? Very well, thank you. For starters, we have better training, and we also have better equipment. The latter includes minesweepers, patrol air cushion vehicles, patrol boats and special surveillance craft.

Each of our river units has World War II types of landing craft, mechanized (LCMs), which have been outfitted with machine guns and minesweeping gear. The three-man crews spend countless hours sweeping the rivers for enemy mines. This is tedious work, and it takes a man with great courage and stick-to-itiveness to be a suc-

cess at it. When mines are found, life for the crews becomes, well, very exciting. It is impossible for me to estimate how many tons of allied cargo our minesweeping teams have saved.

Our PBRs (river patrol boats) are new to the Navy—an outgrowth of the Vietnamese conflict. They are fast and can skim along the surface in only nine inches of water. The hull is made of fiber glass and measures 31 feet long. The boat is propelled by water jet pumps and can reverse course in its own length. Each is armed with four machine guns, grenade launcher and small arms, and has a four-man crew. The boats spend most of the time on river patrol, searching junks and sampans for Viet Cong, draft dodgers, and contraband cargo intended for the enemy.

Our patrol air cushion vehicles (PACVs) have done a fine job here in Vietnam. They are something you've never seen—except, perhaps, in a James Bond Agent 007 movie.

The PACV is neither aircraft nor watercraft. It moves over water or land at speeds to 70 mph, on a bubble of air about five feet thick. The bubble is developed by a huge lift fan underneath the PACV, and is held captive by rubber skirts. The craft mount .50-caliber machine guns and 40-mm grenade launchers, and are ideal for our type of work. The Vietnamese name for the PACV translates as "monster." Our men in Coastal Division 17 have painted glaring eyes and snarling teeth across the front of each PACV.

The PACVs and PBRs work 12-hour patrol shifts. Most of the men agree that after searching several hundred junks and sampans—we search several hundred each week—the work becomes routine and somewhat dull. The faces of "regular customers" soon become recognizable. In most cases, no suspicious characters or cargo are found, and it becomes a matter of waiting, drifting, searching, checking ID cards, checking cargo manifests, checking operator permits, putting on rain gear, taking off rain gear, and so on.

But, tedious as it may be, the routine pays off because it forces the VC into hiding and forces Charlie to take dangerous chances. Naturally, he doesn't want to get caught red-handed moving supplies on the river or along riverbanks. Therefore, he has learned to make his moves quietly in the dark when no patrol craft are in sight. Catching him requires stealth and professional skill on the part of our men.

Our landing craft, personnel, large (LCPLs) are painted dark blue-gray and are specially equipped to detect the VC along the length of the Cua Viet River and banks. The boats have powerful xenon gas searchlights and night observation devices, some of which are called starlight scopes. Each has a six-man crew—Marines operate the special night observation devices and our Navymen pilot the craft and man the guns. At least one of our LCPL crews will spot the VC on almost any given night, so these craft are in on a lion's share of action.

Although holding tight rein on the VC is our continuing concern, our black berets have seen other aspects in this conflict. We have developed great rapport with the people who live along the riverbanks.

For example, when one of our units cruises down the river in an inhabited area during daylight, children rush to the banks with big smiles and wave at us. They shout "Ok GI," and "You number one, GI." Some days, the children are so enthusiastic our men feel as though they are astronauts who have returned from the moon and are making it through a ticker tape parade. Again, you should see them!

We often take time out to go ashore and serve the villagers with hospitalmen and medicine. We set up a clinic, and our *bac-si* (Vietnamese for doctor) treats the local people who are sick or injured. We've used plenty of penicillin, aspirin, salve and bandages.

Sometimes, things happen which seem strange to us. One day during a clinic visit I saw a woman rush in, lie down, and deliver a baby. A 15-year-old midwife attended her. Within two hours, the new mother got up, walked out, and returned home with her baby in her arms.

The officers and petty officers who arrange for medical visits also often arrange for local musical and variety show entertainers to come along and make it a festive and happy get-together. When we started showing movies, we weren't surprised to see that Vietnamese children enjoy cartoons and candy just as much as our kids back home. I cannot help being touched by the goodwill and friendship our men of Clearwater have generated.

This has resulted in some interesting side effects. The local children, having learned to trust our men, often volunteer information with regard to the location of the enemy. The children have turned in enemy weapons, ammunition and supplies they have found; they often carry such goods to the riverbank and hail a passing Clearwater craft.

Another interesting aspect of our work involves radio broadcasts to the local people, enemy and friendly. Using powerful loudspeakers and a Vietnamese with a microphone or prerecorded tapes, we appeal to the people for help in routing out the VC.

At the same time, we coax the VC to turn himself in—we offer complete amnesty. These broadcasts have been effective. One of our boat captains told me "There's one sure way to make Charlie mad enough to fire at us and give away his position . . . that's to play one of our surrender tapes."

But mad or not, Charlie is a formidable opponent. When he's trapped on the river or on a bank, or if he thinks he's trapped, he fights back fiercely. But, when he tangles with Clearwater, he knows he has a fight on his hands.

The Dong Ha River Security Group already has received the PUC for an earlier action. The group faced rocket and machine gun attacks—but they saw to it that 134,000 tons of cargo got through to Dong Ha.

Although we have been in operation for only about one year, our men have received countless decorations for individual heroism. For example, four of our men earned Silver Star medals during a one-week period.

In closing, I must tell you how greatly I appreciate the ability and loyalty of these men who are your husbands, sons and friends. I thank you for the support you give them and for your sacrifice and understanding in being separated from them.

I assure you the men are proud of the work they accomplish here. By their actions each day, they are writing important passages into naval history. Many already have become heroes of this conflict.

It must be obvious from the length of this letter that I like to write about the exploits and activities of these magnificent men. Indeed I do. However, I also have work to do, so will close and join you in praying for their safe return.

—S. A. Swarztrauber,
Commander, USN

It's No Beauty, But It Gives a Big Lift

It's slow and not very awe-inspiring. Fully loaded it weighs over 400 tons—no lightweight. From the stern it looks like a floating building.

But put 16 experienced salvaging personnel on it and this craft becomes one of the most useful tools for marine salvage available today. It's a light lift craft, one of four manned by personnel of Harbor Clearance Unit One, at the U. S. Naval Base, Subic Bay, R. P.

The term light lift craft may be a misnomer. This olive drab craft can lift up to 25 tons with the "A" frame, mounted near the bow. It provides a stable platform and necessary support services for HCU 1 divers who survey a salvage job and determine whether to raise or destroy a wreck. No two jobs are alike and ingenuity is the order of the day.

Homeported at Subic Bay, the light lift craft of HCU 1 regularly deploy to Vietnam for periods of four to six months. While deployed they participate in salvage operations such as the recovery of barges, raising of downed helicopters, removal of damaged bridges, and the search for lost weapons.

A light lift craft, designated YLLC, is manned by an officer in charge and 15 enlisted men of various rates. When engaged in a salvage operation, you'll find the cook handling a line or the radioman adjusting a fender. All personnel are utilized to the fullest extent to enable the YLLC to accomplish its mission.

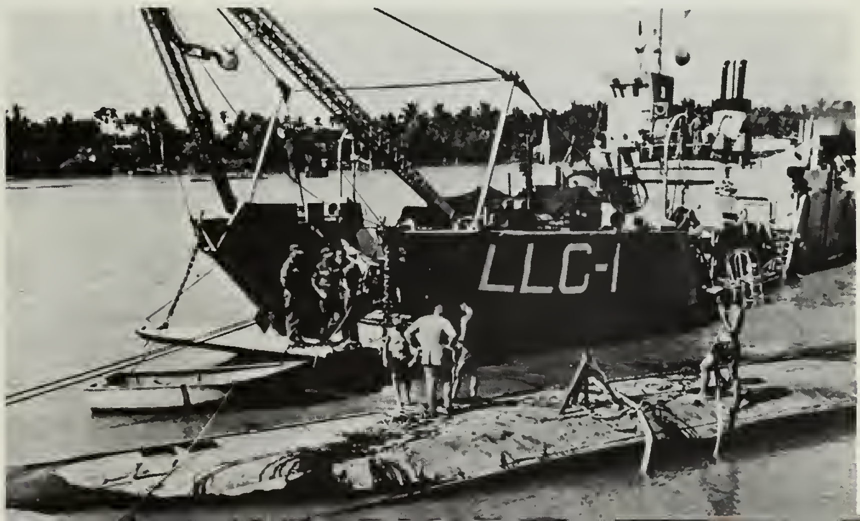
Maneuverability is a problem. The YLLC is powered by three 225-horsepower engines. With so much weight to push around, the conning officer must really stay on his toes to put the craft where he wants it. Usually, he gets a good deal of practice because of the many positions the YLLC must assume in order to salvage a wreck.

There isn't room for a crew's lounge or a barber shop. Every available inch is crammed with wire, pumps, hose, line, and the other machinery of salvage work. The YLLC is equipped to furnish emergency power, pumping, and fire main water to ships in distress.

Armament consists of four .50-caliber machine guns, two grenade launchers, and assorted small arms. But sometimes that is not enough. A light lift craft was lost to the Viet Cong in November 1968 when it struck a mine. Normal salvage work involves a certain amount of risk. Often conditions under which the crew of a YLLC work multiply that risk several times.

When you first look at one you are reminded of the ugly duckling. It is "unswift," making seven knots with a following sea. The terms cumbersome and ungainly come to mind. But if you saw one in action, you'd agree that the light lift craft, when manned by the salvors of HCU 1, provide all the support necessary for the hard, dirty and, in some cases, hazardous job of marine salvage.

—R. R. Casteel, LTJG, USN


TOPSIDE AGAIN—Light lift craft salvages MSB from river after it had been rammed.

MITSCHER FIELD
WELCOME ABOARD

The Navy Wives' Club of the Naval Air Station, Miramar, greets Navymen arriving from Vietnam.

A Salute to NAVY

IN WASHINGTON, D. C., last February, a petite brunette named Ilah Glass briefed the Secretary of the Navy, Chief of Naval Operations, Chief of Naval Personnel, several members of Congress, and other officials, on the aims and purposes of the Navy Wives Clubs of America.

In the process, the NWCA National President drew some comments which should make interesting reading for Navy husbands.

For example:

"I discussed with Vice Admiral Duncan (Chief of Naval Personnel) the range of matters with which we're concerned, particularly the housing shortage. He is fully aware of our problems and is doing what he can to resolve them.

"The Under Secretary of the Navy also expressed concern over the housing situation, and was interested to see letters on the subject from our members.

"Congressman L. Mendel Rivers of the Armed Services Committee said one of his vital concerns is to pass legislation which will provide dental care for service dependents. He feels this is most important to the welfare of our families.

"SecNav, CNO and the Commandant of the Marine Corps addressed our group and each one said he wanted to raise the image of the serviceman.

"We also were briefed on the image problem of minority races, specifically with regard to Negroes in the service. One interesting point is that the Navy was the first service to integrate (late 1940s), but is rated last in choice of service by the majority of Negro men questioned on their preferences.

"One problem is that Negro communities do not seem to be aware of Navy progress in this regard during recent years.

"What can we do as Navy wives?

"We can request representatives of officer selection boards to come to our meetings and discuss current Navy and Marine policies relating to officer candidate training; we can ensure that the Negro community is apprised of our Navy activities; we can encourage Negroes in our communities to join with us and participate in some of our NWCA projects; we can help all our neighbors become more familiar with the real Navy-Marine community.

"I was happy to meet with Delbert D. Black, Master Chief Petty Officer of the Navy, and learn that he is working to resolve the same problems in which we're interested: Family separations, pay, housing . . . MCPON said the Navy is looking at ways to alleviate the family separations we face. It was pointed out that some 10,000 families are involuntarily separated —not counting the families of men who are deployed —solely because there is not enough adequate housing available to us.

"I stressed that we as Navy wives expect separations during sea duty, but when it is because there is not enough housing, Navy or civilian, where our husbands are stationed for shore duty, then that's another matter. . . ."

THE ABOVE MESSAGE might suggest to an unmarried Navyman that the Navy wives have a lot to say—and more than enough to keep occupied.

It's true. As any veteran brownbagger can tell you, Navy wives know how to speak out.

In Ilah Glass, President of the Navy Wives Clubs of America, the wives of Navy enlisted men have a representative and a spokesman. And, let's face it. Any time thousands of women espouse a common cause, name one man who will not listen.

What is this force to be reckoned with?

A periodic talking session in Washington, is, in fact, only a small part of the impact made by the Navy Wives Clubs of America. As can be seen elsewhere on these pages, most NWCA members find that the crux of their growing organization means getting involved with worthwhile community activities at a local club level.

WIVES Clubs of America

Founded in 1935 by Navy wife Mary Palozzi (who still is active in NWCA club affairs at Twenty-Nine Palms, Calif.), NWCA has grown to become the country's only national organization chartered specifically for the wives of enlisted Navy, Marine Corps and Coast Guard personnel.

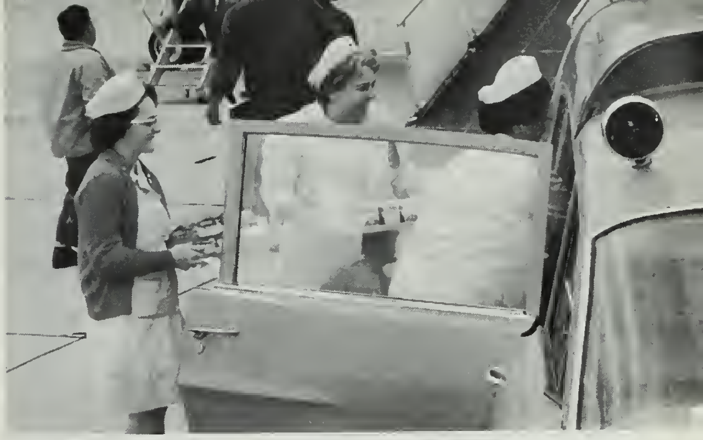
THE NWCA NATIONAL BOARD, elected annually, consists of a President, Vice President, Secretary, Treasurer and Parliamentarian.

In addition, nine national chairmen are appointed each year to coordinate specific project areas, and because NWCA has more than 100 member clubs throughout CONUS and overseas, the organization is divided into five regions, each represented by a Vice President.

Among other functions, the National President is a letter writer who may petition the commandant of a naval district or some local chamber of commerce for support whenever a new member club is formed. She represents NWCA at official functions, votes on recommendations submitted to the national board, helps plan conventions and, as pointed out earlier, makes official calls on those who may be in a position to promote the NWCA programs.

With regard to the latter, NWCA has had considerable success; the Chief of Naval Personnel endorses the organization in BuPers Inst. 5760.1 series, and urges commanding officers to assist local NWCA branches when possible.

(*Continued next page*)



Top Photo: Navy wives' club members make homecoming more pleasant for Navymen wounded in Vietnam. Below: Mrs. Imelda Marcos, wife of the President of the Republic of the Philippines, is presented a tray by the Navy Wives' Club of Sangley Point.

Mrs. Ilah Glass, NWCA National President.

Regional conventions are held each spring, and delegates from overseas areas may travel to CONUS by government space-available air. (Conversely, Ilah Glass recently obtained permission from CNO for NWCA's national officers to travel at government expense, space permitting, to visit overseas clubs.

A national convention held during the fall each year is attended by delegates from throughout the field of membership. New officers are elected, workshops are held, and amendments to the bylaws are voted on.

The official NWCA publication—*Navy Wives Clubs News*—keeps all the member clubs cut in on what the other clubs are doing. Of course, the wives are encouraged to submit material to the monthly mimeo magazine, which, in addition to the word on club activity, may include such sundry woman-interest items as how to make a bazaar a rousing success; tips on budgeting the family's finances; recipes (combine Roquefort and Neufchatel cheese with a bit of minced onion or a dash of onion juice and some chopped canned mushrooms. Try it on dark bread . . . yummy).

The national committee also provides clubs with booklets on how to raise funds and how to increase membership. Each club member receives an NWCA operations manual, a copy of the bylaws, and the NWCA pin (see cut).

Individual clubs establish their own meeting schedules, with most of them having one business and one social meeting each month.

Because dues are small (barely enough to cover local operating expenses), most club activities are supported by fund-raising projects and donations.

Bake sales and bazaars are relatively large-return projects used by most clubs; some run a variety of projects, such as selling an item that brings in small returns over a long period—and adds up to a meaningful amount.

One project in which all the members take an active interest is the NWCA Scholarship Foundation. A substantial part of the clubs' fund-raising efforts are aimed at this worthwhile program which, since established in 1952, has helped to pay the college and vocational training bills for hundreds of children of Navy,

The Navy Wives Clubs of America *keep themselves well occupied. If the typical Navyman thinks of their meetings as an excuse for the Navy wife to get away from the youngsters and the man of the house for a few hours, he is only partly right. The NWCA is an organization with a sense of responsibility, an appreciation of civic duties, and a real enjoyment of fun, mixed with a pursuit of knowledge.*

Here is a partial (repeat partial) list of NWCA activities during the past year. It will give you an idea of what it has accomplished in a short time and what it is capable of in the years to come:

Sorting some of the 16,000 books sent by NWCA to Vietnam

- *Worked to bring local groups and Navy Wives Clubs of America together for better understanding of military families.*
- *Worked with civic organizations to form preschool student eye checks.*
- *Overseas organizations sent pictures, articles on individual families to home town papers, giving their ideas of what it was like to live in a foreign country.*
- *Participated in civic activities.*
- *Modeled in Navy Week fashion shows.*
- *Took part in Loyalty Day, Flag Day, Memorial Day, Veterans Day activities and services.*
- *Held Fourth of July picnics.*
- *Operated thrift shop with other clubs.*
- *Made personal call to newcomers in Navy communities.*
- *Sponsored art museum trips for Navy wives.*
- *Held open houses.*
- *Earned funds for club activities and charities through bazaars and rummage sales.*
- *Held various raffles including telephone raffle, Savings Bond raffle, "headache" raffle and old jewelry auction.*
- *Pot luck dinners.*
- *Ran a "country store" to raise club funds.*
- *Earned funds through car wash program and selling auto tags.*
- *Made and sold dresses, plaques and candy.*
- *Held ward parties at hospitals for children and servicemen.*
- *Provided curtains, flowers and vases for wards in hospitals.*
- *Sewing, knitting and working at thrift shops.*
- *Donated flags to various Scout Troops.*

Marine Corps and Coast Guard enlisted men (see box for eligibility requirements).

THE SCHOLARSHIPS amount to 11 annual awards of $400 each, with most of the money obtained through NWCA bake sales, suppers and bazaars. The Foundation is administered within the Bureau of Naval Personnel by Mrs. Elise Skylstead, herself a longtime NWCA supporter and honorary member. Recipients of the scholarship grants are selected by a committee made up of experts in education and youth programming.

Now, for some specific examples of NWCA in action, read on. But keep in mind that this outfit has more than 100 clubs throughout the U. S. and overseas. Its current membership, sponsors and participants over past years number in the thousands.

Therefore, the following represents only a small sampling of some recent NWCA projects at the local club level. If your wife's NWCA chapter isn't mentioned, do yourself (and ALL HANDS) a favor and pass this along to a shipmate. *Don't take it home.*

THE WIVES WHO BELONG to NWCA do volunteer work for the Red Cross, Navy Relief, Mental Health

Mrs. E. L. Skylstead, director, and Mrs. Alice Meyer, secretary-treasurer, of the NWCA Scholarship Foundation.

- *Donated sports equipment to an Indian reservation.*
- *Sent boxes to servicemen in Vietnam, including books, candy, cookies, shower sandals, combs, etc.*
- *Provided cakes and cookies for naval enlisted quarters.*
- *Donated television sets for use of bedridden patients.*
- *Decorated "E. M. Club" for Christmas season.*
- *Collected clothes for Saipan typhoon victims.*
- *Donated clothes and toys for a Republic of Korea orphanage.*
- *Provided Thanksgiving and Christmas baskets for the needy.*
- *Wrapped Christmas gifts at Exchange.*
- *Provided clothing and toys for the underprivileged.*
- *Collected donations for Navy Family Chapel.*
- *Sent 50 dolls to a Vietnam orphanage.*
- *Purchased flags for sailors' graves.*
- *"Adopted" a Marine troop in Vietnam.*
- *Participated in casualty assistance calls for Navy Relief.*
- *Furnished transportation for service wives to hospital, commissary, housing office, at various bases.*
- *Operated several "Not New" shops.*
- *Made donations to several State hospitals.*
- *Provided child care when needed.*
- *Provided camp funds for retarded children.*
- *Served refreshments at blood bank.*
- *Sent fresh milk by air to servicemen in Vietnam.*
- *"Adopted" children in Greece and India.*
- *Provided Braille typewriter for a blind girl.*
- *Helped to send recording tapes at Christmas time and other holidays to servicemen in Vietnam.*
- *Donated to Family Sharing Project.*
- *Sent birthday gifts to servicemen in hospitals.*
- *Worked at senior citizens' convalescent home.*
- *Maintained maternity lounge at base facilities.*
- *Made calls to servicemen on Mother's Day and Father's Day.*
- *Held cookout at children's home.*
- *Participated in Operation Welcome, meeting wounded men coming into CONUS for treatment at a stateside hospital.*
- *Provided flowers for base chapel.*
- *Provided help in obtaining housing for families.*
- *Donated a hospital bed for a crippled child.*
- *Made and stuffed toys for Vietnam orphans.*
- *Donated funds to Indian relief.*
- *Donated blood.*
- *Worked for vacation bible school.*
- *Assisted needy service families.*
- *Sponsored several scout troops.*
- *Contributed base playground equipment.*
- *Held picnics for children's homes.*
- *Set up bowling leagues.*
- *Gave donations in time or money to the following organizations (this is not a complete list): Salvation Army, United Fund, Tuberculosis Association, Mental Health Association, American Red Cross, March of Dimes, Father Flanagan's Boys Town, Cerebral Palsy, Navy League, Goodwill Industries, Cystic Fibrosis Association, United Services Organization, Muscular Dystrophy, Toys for Tots, Epilepsy Fund, Leukemia Fund, Rescue Mission, ss Hope, Project Handclasp, Veterans Hospital and Navy Relief Society.*
- *Navy Wives Club educational activities included reports, lectures and films on the following topics: insurance, sea power, Vietnam, fire hazards, career counseling, home economics, cake decorating, family services, cancer, narcotics, flower arranging, defensive driving, make-up and cosmetics, arts and crafts.*

Association, March of Dimes, Salvation Army, scout troops, PTA and others.

The wives have sent books, cakes and other items to Vietnam. They welcome servicemen home from Vietnam.

They collect items for missionaries and Project Handclasp. They "adopt" hospital wards.

Some clubs support orphans here and overseas.

Many work with base chaplains to assist the handicapped.

They visit old folks' homes and hospitals.

They promote Navy Day and Armed Forces Day.

They participate in annual Toys for Tots campaigns and collect broken or unwanted toys which are repaired and distributed to needy families at Christmas.

IN OTHER WORDS, the wives generally make themselves useful to their communities.

At NAS Miramar, members of NWCA No. 122 meet each medical evacuation plane that arrives at the base with Vietnam casualties. The wives board the aircraft and distribute coffee, milk, punch, cookies and cake, and cheery welcome homes.

In Jacksonville, wives of NWCA No. 86 raised funds for the Scorpion Memorial Scholarship Fund, the St. Jude Hospital for Leukemia and the Aviation Memorial Fund. This club also takes an active role in the Combined Federal Campaign plus other charities and civic projects. The wives address envelopes for the Tuberculosis Association and assist in exercise programs for young cerebral palsy victims. Each month, the women bake cookies for a Red Cross ward party at the Naval Hospital.

In San Diego, the members of NWCA No. 3 have donated shoes, clothing, sports equipment, school supplies and canned and dry food items to Project Handclasp, and late last year made wall plaques for the children's ward at Balboa Naval Hospital. Last Christmas, the wives set up a booth at the Naval Station and wrapped gifts for servicemen.

Across town, the wives of San Diego's NWCA No. 96 have, among other projects, made puppets for the children in a local hospital.

THE WIVES OF NWCA No. 42, Toledo, Ohio, have donated many new items to Toys for Tots, including 110 dolls for which the wives tailored the clothing.

In Philadelphia, the women of NWCA No. 139 "adopted" the pediatrics ward at the Naval Hospital and then equipped it with window curtains and two portable television sets. They also donated three TV sets for the use of Vietnam patients.

Navy wives in Norfolk, as elsewhere, are busy, busy, busy. Last year, the members of NWCA No. 190 prepared Christmas and Thanksgiving baskets for a family of 10. They encouraged the observance of Navy Week last October by distributing Navy tags during a monthly bake sale. Wives appeared with the tags at the commissary, exchange and a local shopping center, where they also displayed posters of historical Navy uniforms.

Norfolk wives work charity projects which include cutting layettes for Navy Relief and sewing cosmetic kits for the State Mental Health Clinic. They work at the base dispensary, and somehow find time for a bowling league.

Norfolk husbands get into the act and repair broken cribs and washing machines and help other NWCA member families move into new homes. (The NWCA version of 4-H is Helping Husbands with Helping Hands.)

OVERSEAS CHAPTERS work much the same way.

Members of the NWCA club at San Miguel sent 168 dozen cookies to servicemen in Vietnam every six months; the shipments were spaced to arrive in Vietnam during the "off season" when the men might be forgotten.

The chapter at Sangley Point was instrumental in having had hundreds of cases of diapers, baby powder, talcum powder and soap shipped to needy families through Project Handclasp, and in the process recruited Mrs. Imelda Marcos, wife of the Republic of the Philippines President, as an honorary NWCA member.

Wives in Yokosuka each month hold bingo parties (and supply the prizes) for patients at the Naval Hospital.

In Yokohama, members of NWCA No. 248 spent a portion of last Christmas at Kishine, singing carols and talking with patients. They served homemade pies and punch and donated two electric corn poppers and two ice cream freezers to the hospital. The wives then moved on to Yokosuka where each patient in two wards received a practical gift with the inevitable cookies and punch.

The NWCA Scholarship Foundation each year awards 11 scholarships of $400 each to selected sons and daughters of Navy, Marine and Coast Guard enlisted men.

To be eligible for one of these grants, the parent must be on active duty, retired with pay, or have died while on active duty or in retirement.

The applicant must be a graduate of an accredited high school (or equivalent) or qualify for graduation before the beginning of the academic year for which a scholarship is sought.

Applicants must have "reasonably sound" scholastic standings, be physically capable of completing their studies, and be of good moral character.

Students already in college may apply, and the scholarship grants may be renewed if the student's work is satisfactory.

Applications may be obtained from the Chief of Naval Personnel (Pers-G221), Navy Department, Washington, D.C. 20370, or from the Secretary of any local NWCA branch.

Consideration of applications for scholarships next fall has been completed. Applications must be received by 15 April preceding the school term for which the scholarship is sought.

ON CAMERA—Journalists aboard USS John F. Kennedy (CVA 67) ready cameras for live broadcast.

TV on the High Seas

TELEVISION rapidly has become a useful shipboard training and education medium. On board USS *John F. Kennedy* (CVA 67), newest member of the flattop fleet, are 121 closed-circuit TV monitors used to transmit training, education and entertainment films and to transmit live informational programs.

One education program is being developed in cooperation with Old Dominion College in Norfolk, Va. Others include foreign language courses similar to those shown on commercial educational TV stations.

On the informational side of programming, each evening TV newscasts bring the crew up to date on world happenings. The news items are monitored from radio and teletype receivers. In addition, the commanding officer goes before WJFK cameras to give a preview of the upcoming week's events, including information regarding ports-of-call visits. At the same time he invites questions and comments from the crew.

One of the largest in the Fleet, the JFK studio consists of two large TV cameras, plus a portable TV and a video tape recorder that can be carried anywhere on the ship to record such events as entering and leaving ports, interviews, or flight and hangar deck operations.

The TV console has six TV monitors used to control the audio and video system. There's a previewing facility for editing film before it is shown to the crew, and a multiplexer that allows movies to run continuously without stops for reel changes.

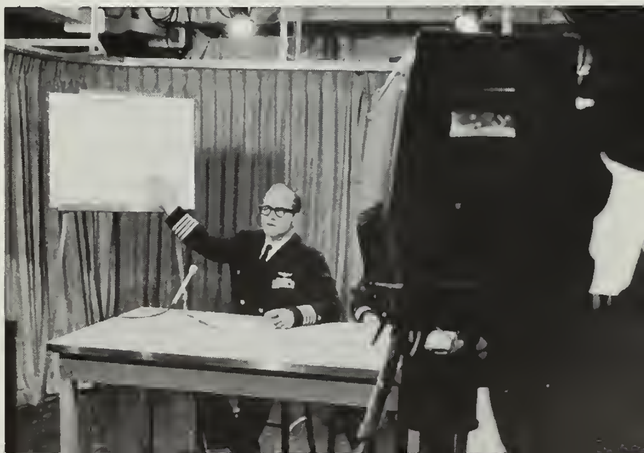
Hopes for future development include more educational and entertaining programs, perhaps even a talent show or play originating live from the WJFK studios.

— JO3 Robert R. Little

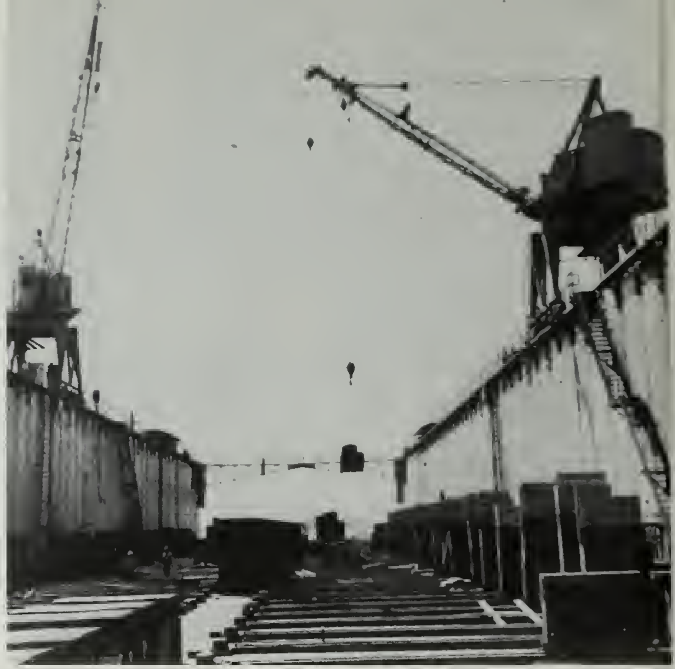
—Photos by PH3 R. M. Omelchuk

TV EYE—Seaman J. A. Seuker prepares camera.

HERE'S WHAT—Skipper, CAPT Earl P. Yates, passes on ship's weekly schedule to crew.



No. 5 Keeps Them High and Dry



BOTTOM WORK—Blocks are placed in the pontoons.

For a visitor who has never seen it—or, for that matter, a resident who has—the performance put on by Subic Bay's Floating Drydock No. 5 is fascinating.

She slowly rises up out of the sea around an entrapped ship, bearing her higher and higher until her visitor is completely lifted out of the water, her screws useless in the unfamiliar element of air, and her hull exposed.

No. 5 performs this awesome but routine task regularly for the Ship Repair Facility at Subic. Although she weighs a hefty 9000 tons with her ballast tanks empty—enough displacement for two respectable-size ships—she has never had the distinction of a name, and carries out her duties as a nearly anonymous workhorse.

HIGH AND DRY—Ship Repair Facility workmen start in on the job.

Her officer in charge, Lieutenant Commander Stephen Dunn, USN, says that drydocking a ship may be an impressive sight to watch, but actually nine-tenths of the job is preparation. Each drydocking presents specific engineering problems that must be worked out ahead of time, and a mistake could be costly.

The biggest part of the preparation is arranging the blocks on which the ship will rest. Child's play, it isn't. The blocks have to be placed differently and exactly for each ship, to insure that the ship's weight will be distributed properly, and so that nothing will be punctured.

Obviously, a ship has to be lined up "on the money" as the drydock rises up out of the water to engage her customer's keel in the slot between the blocks.

Otherwise the ship could be thrown off balance and capsize both herself and the drydock—another potential hazard of the drydocking business. LCDR Dunn is presently having a gunsight installed which will be used to line up ships within a hair.

Presently this is done by the trained eyes and good judgment of No. 5's boatswain's mates, who relay orders through megaphones at linehandlers on the two main decks of the drydocks. They haven't missed yet, but the gunsight should remove all doubt from the operation.

Actually, the "moment of truth" in the whole operation is during the undocking, when the ship is set afloat again as the dock sinks beneath her.

This is critical, because if the ship lists at that critical moment, she could at least puncture her hull, or at worst capsize the whole works.

To avoid such an embarrassment, skippers, cargo officers and supply officers of drydocked ships are cautioned not to shift fuel, cargo, or stores while the ship is in the dock.

No. 5 can drydock a ship weighing as much as 18,000 tons, and have 18 inches' freeboard (the distance between the "bed" of the dock and the sea). Actually, she once drydocked a 19,000-ton merchantman that was so big she stuck out of both ends and the dock's bed could only be raised two inches out of the sea. Waves washed right over the bed, but Ship Repair Facility workers were able to

AFDM 5 begins her flooding operation.

BACKING IN—USS Cacapon (AO 52) is pulled into drydock.

make the necessary repairs to the hull.

The drydock can sink nearly 50 feet into the water to dock or undock a ship with eight pumps flooding 16 ballast tanks, each of which holds 2500 tons of water, at a rate of 136,000 gallons a minute. The dock can be sunk or raised in as little as an hour and a half, but since it's a delicate operation in which everything must be kept on an even keel, things usually proceed a little slower.

THE HYDRAULICS of the operation are centrally controlled from an elaborate control room. Here the operator manipulates a network of valves with pushbutton controls to flood the tanks in the proper sequence while keeping a sharp eye on banks of gauges. (In case of a breakdown, each valve can be hand-operated.)

Perhaps the most unusual thing about No. 5 is that she can drydock herself. In this operation, sections of the big side bulkheads can be disconnected and floated into the well for maintenance and repairs.

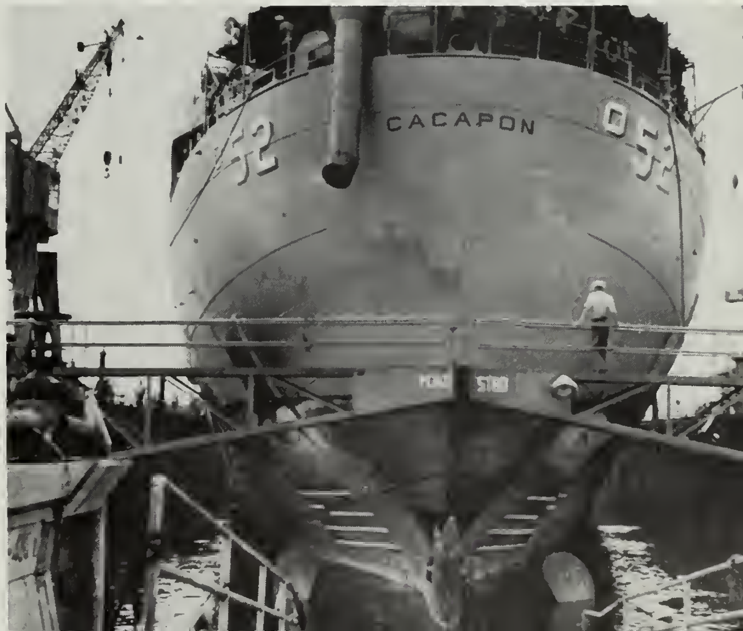
Medium Auxiliary Floating Drydock No. 5, by which she is known officially, is one of three floating drydocks of her type in service in the Navy today. They were all built during World War II.

No. 5 is officially listed as "in service," not in commission. According to LCDR Dunn, this means primarily that the dock isn't fully manned. At present there are only 57 enlisted men and three officers assigned. This means 72- to 80-hour work weeks when a ship is drydocked.

"Otherwise," says LCDR Dunn, "we're just like any other ship in the Navy, and fly the National Ensign from 0800 to sunset."

There might be those who would dispute that No. 5 is like any other ship in the Navy. There just aren't many ships around that can grasp another by her keel and lift her out of the sea.

AFDM 5 begins her pumping operation.



Opening the Doors Of Opportunity

"The year 1969 is a Blue and Gold year for the 'Okie Six,'" writes a reader of All Hands. The Okies are six former sailors of USS Oklahoma.

"When we joined our classmates at Annapolis in May for the 45th reunion of the class of '24," he continues, "we were also celebrating the 50th anniversary of joining the Navy as apprentice seamen."

Today, in addition to serving in the armed forces, one of the six is vice-president of a well known advertising agency; one is a city councilman; one a retired telephone company executive; one a retired head of radio, TV and pictorials for the Secretary of Defense; another the head of the Education Department at the Maine Maritime Academy; and the sixth a leading Washington patent attorney.

"We think our careers are typical of what any youngster can do," he says, "if he has the determination and dedication to go to Annapolis."

Here's his report on Okie Six—and how the Navy opened the door of opportunity.

IN 1919, eight teen-agers who had just graduated from high school met with Lieutenant Commander John H. Falge at New York's 23rd St. recruiting station to find out how to get to Annapolis from the ranks.

He explained that the Secretary of the Navy had been authorized to appoint up to 100 enlisted men to the Academy each year—if they could qualify. To be selected for the first Naval Academy Preparatory School, we would have to enlist for three years—and then serve out our enlistments if we didn't make it.

All of us, including the commander's brother Francis M. Falge, signed up.

USS *Oklahoma,* at Norfolk after returning from duty with the British Grand Fleet at Bantry Bay, was short on crew because many DOW (Duration of War) vets had been discharged; so we were sent on board in civilian clothes with no basic training. We survived the transition, and felt as salty as the oldtimers within three months—especially since we were in charge of "boots" arriving from the training stations and ran the night watches on the signal bridges.

We all stood night watches regularly, so we could be free from 1300 to 1600 every day to attend a special class in the JO wardroom for Annapolis aspirants. Five Academy graduates, headed by ENS (now VADM, retired) Wesley McL. Hague, coached us for the entrance exam.

There were 12 in the original class. Eight of us were recommended for the first Naval Academy Prep School in Newport, R. I., after being personally interviewed by the skipper, CAPT Noble E. Irwin, and the Exec, CDR M. Milne.

All eight made the Academy. Seven graduated. (I went out in my third year after a losing bout with Mechanics, but went on to successful careers both in the armed services and in civilian life.) Two died: Ensign A. E. Palmer in 1925, by drowning, and Charles M. Schenck, a radio-TV producer, in 1957. Here's a record of the six surviving "Okies."

RADM John M. Kennaday, USN (Ret), is the "Okie" who made a career in the sea service from enlistment to retirement—and even beyond. He had a fine record in the Pacific in World War II. The "Okies" have always called him "Salt Water Jack"—and he proved he couldn't stay away from the sea when, after retirement, he joined the faculty of the Maine Maritime Academy. He is still active, turning out Merchant Marine officers.

CAPT George N. Robillard, USN (Ret), shortly after graduating from the Academy, won the Navy and Marine Corps Medal for saving a seaman, who had been lost overboard while both were serving on the Yangtze River patrol. He then left the Navy to study law, and became a patent attorney before World War II—but then returned to the Navy and accepted a regular commission. He served as Patent Counsel of the Navy until he retired in 1959, and is now again a leading patent attorney in Washington.

CDR John R. Caples, USNR, completed his Academy training, and then decided to make a career in advertising, although he saw wartime service in the Navy. As an advertising executive he wrote the famous ad: "They Laughed When I Sat Down at the Piano—But When I Started to Play—" which is now a classic among ad men and cartoonists. During World War II, he returned to the Navy and was active in organizing the V-12 student program.

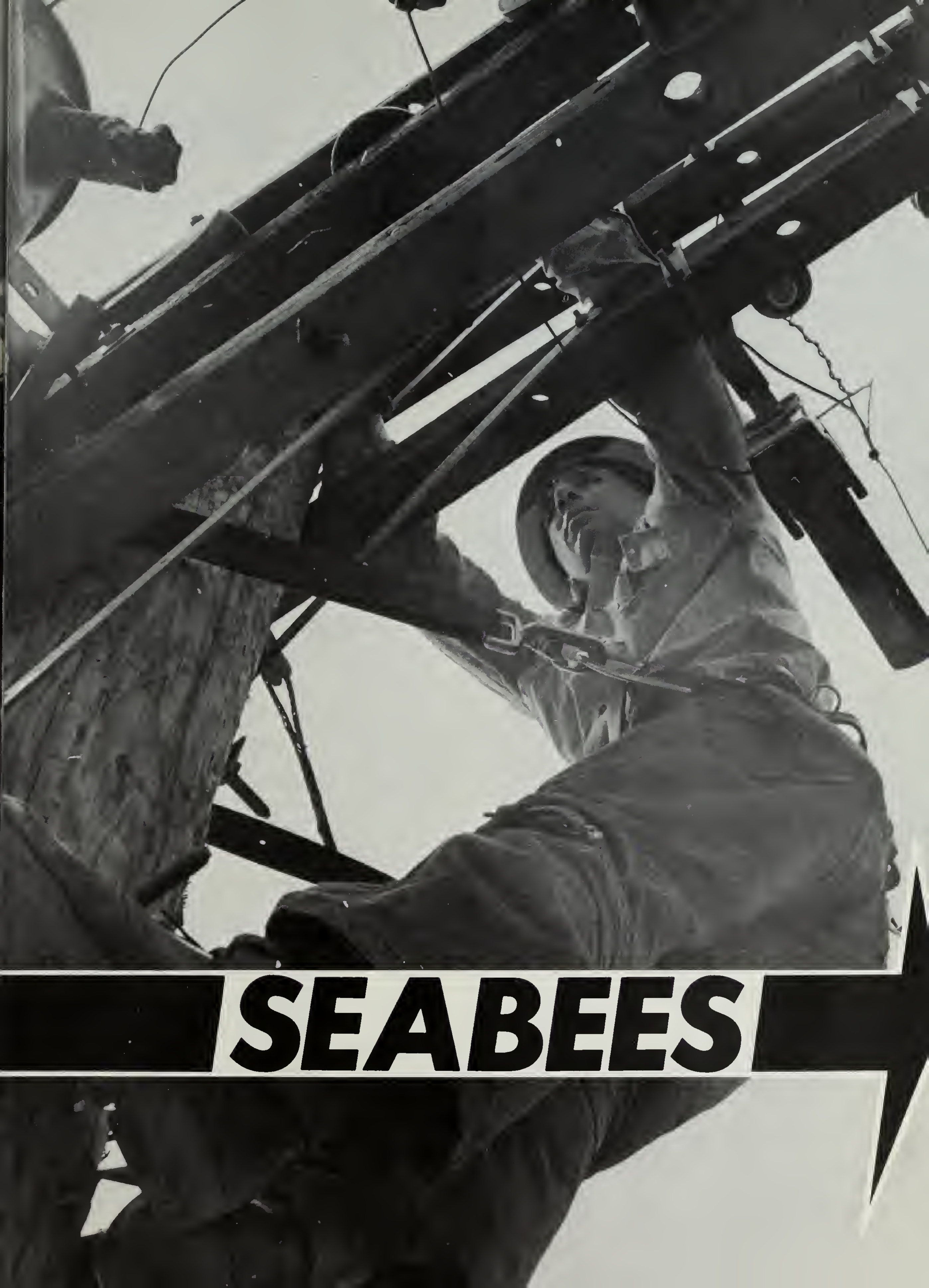
CAPT Francis M. Falge, USNR (Ret), went on active duty with the Navy before Pearl Harbor, after holding an executive position in a major electric company. He was attached to *Arizona,* which was sunk at Pearl Harbor, and to other battleships for most of the Pacific landings—the Gilberts, Marshalls, Saipan, Tinian, Guam, Leyte Gulf and Iwo Jima. Today, after retiring from the electric company, he is a member of the Carmel, Calif., City Council.

CDR Leonard W. Day, USNR (Ret), also had both a civilian and Navy career. As a civilian, he joined the telephone company, where he rose to an executive position before retiring. In World War II, he returned to the Navy to teach at his alma mater, the Naval Academy.

I switched from lieutenant, USNR, to Captain, Signal Corps, before Pearl Harbor to help the Army set up the first training and combat film lab at Wright Field. During the war, I served as General Bradley's pictorial officer from England to the Elbe, then was flown to Manila to become General MacArthur's photo officer. I was in charge of all photography aboard USS *Missouri* for the surrender in 1945. After serving seven Secretaries of Defense as radio-TV-pictorial chief, I retired in 1964. Since then I have worked as a TV documentary consultant.

Two of us have sons who graduated from Annapolis. From our experience, we think the Naval Academy can help any young man achieve his goals—whether in the military services or later in civilian life.

—Colonel Bertram Kalisch, USAR (Ret)



SEABEES

ALL OVER—MCBs are in many locations throughout the world wherever their skills are needed.

KING OF THE ROAD—Seabees move the earth as they build roads.

CB BUILT-Deep Freeze highway was a frosty job.

the SUN never sets

> *"Throughout Vietnam are 12 battalions of Seabees, hard at work and living up to their name. They have completed a billion-dollar construction program, the largest single construction program undertaken and completed in the history of the world."*
> *—Admiral Thomas H. Moorer, USN, Chief of Naval Operations.*

SEABEES DON'T HAVE to go to Vietnam to find excitement or a challenging assignment. It generally can be found at any of the locations around the world where specific Seabee talents are required for specific tasks, some of which are continuous, some temporary.

One temporary location where there exist both elements of excitement and challenge is a site off the shore of Saint John's Island in the Virgin Islands. There a group of constructionmen and divers, working in conjunction with the Naval Research Lab, the National Aeronautics and Space Administration, and the Department of Interior, have placed a four-man inner-space capsule, TEKTITE *1*, 45 feet below the surface of the Greater Lameshur Bay.

On 15 February, four aquanaut-scientists entered the habitat for a 60-day stay to observe certain marine life and to evaluate human behavior within a restricted, hazardous environment. Their air, water and power all were furnished by umbilicals from a support barge designed and built by the Seabees. The constructionmen, members of Amphibious Construction Battalion Two, based at the Naval Amphibious Base, Little Creek, Va., also built a base camp near the site for use by the support personnel. The Seabees were assigned to the experiment from mobile construction battalions located in both the Atlantic and Pacific.

ON THE WEST COAST, Seabees were also participating as members of the aquanaut crew in the underwater Sealab III experiment off San Clemente Island at the time it was postponed in late February. These men were from battalions at Port Hueneme, Calif., home of the Pacific Fleet Construction battalions, and from Amphibious Construction Battalion One based at the Amphibious Base, Coronado, Calif.

Back in the Caribbean, a challenge is being met at Roosevelt Roads, Puerto Rico, by Seabees of Mobile Construction Battalion Six who are building,

on the seabees

from the ground up, a campsite that is designed to house a 584-man construction battalion and to provide an ammunition storage area. The advantage of this particular construction project is that the Seabees need not swing a shovel with one hand while grasping a rifle in the other.

Much the same atmosphere exists on Okinawa for Mobile Construction Battalion Nine Seabees who are performing general construction on Marine Corps barracks and repairs on other buildings and facilities.

Eight hundred miles to the north of Okinawa, half the strength of Amphibious Construction Battalion One is based in Yokosuka, Japan. This detachment regularly sends small units of Seabees to outlying Pacific sites to build or repair facilities and, when the need arises, to dispatch special groups to the combat zones in Vietnam.

Can Do Elsewhere

The Seabee is among the most traveled of Navymen. He may be found in Europe and Africa as well as in Asia. He may be found behind the Iron Curtain.

To get there, however, he must first become a member of a small but highly trained specialist corps that is part of the Navy Support Unit within the State Department. These Seabees are stationed at U.S. embassies around the world to perform construction surveillance.

Another specialized team of experts facing a challenge of responsibility is the group of Seabees assigned to the Naval Nuclear Unit at the Army's Fort Belvoir in Virginia near Washington, D.C. Comprised of instructors, the team trains technicians who operate the nuclear reactor station which the Seabees constructed at McMurdo Sound, Antarctica.

The qualified Seabee looking for job satisfaction out of the field might find instructor duty to his liking. At the Naval Construction School, Port Hueneme, Seabee teachers train more than 5000 students annually. Such opportunities are also open to instructors at the construction battalion centers located at Davisville, R.I., and at Gulfport, Miss., where mobile construction battalions are trained before rotating to Vietnam.

Other duty in which constructionmen have an opportunity to serve outside that associated with the MCBs includes assignment to public works centers and naval stations requiring special emphasis on security, such as that called for at Camp David, Md., the President's retreat.

Additionally, Seabees comprise the teams which serve with disaster recovery training units, the mobile organizations that travel around the nation to train citizens in civil defense procedures. Billets are also open to Seabees at recruiting stations throughout the United States, at naval training centers and in the Navy's schools commands.

Today's Seabee has the opportunity to expand his knowledge and experiences to the four corners of the world. Whether in war or in times of peace, his challenges are unlimited.

ON THE SLAB—Strike board is put to work.

MOBILE MEN—Seabees smooth down weld on door frame.

Davisville: First Home of Navy's

DAZZLING—Students study electric arc welding at Steelworker "B" school located at Naval Schools Construction Battalion Center, Davisville.

World War II saw the emergence of many new terms in the American language. One of the most colorful was the word "Seabee." The story of Davisville, R. I., and its growth as a naval center vividly illustrates the true significance of that term.

At the beginning of World War II, the Navy was housed ashore in well established bases. The need for emergency construction in the recent past had been almost nil. Before the war's end, however, the situation had changed radically. The Navy was spread out in locations around the globe, and construction jobs under seemingly impossible conditions were considered commonplace.

It was this course of events which produced the Navy's Mobile Construction Battalions that "specialized in the impossible."

Before peace came, the construction battalions had their nickname and their symbol—the determined-looking bee carrying a hammer, wrench and a machine gun.

There are three Seabee hives in the United States: Davisville, R. I.; Gulfport, Miss.; and Port Hueneme, Calif. The Seabees, however, prefer to call them Construction Battalion Centers. Davisville, R. I. was selected for the first and was commissioned on Independence Day, 1942.

While history was being made on the World War II battlefronts, Davisville was making its own imprint on the war by producing several innovations which bolstered the Seabee reputation for accomplishing that which couldn't be done.

West Davisville, for example, was the birthplace of the ubiquitous World War II quonset hut, as well as being the place from which it was produced and shipped. The quonset shape not only sheltered countless members of the armed forces during and after the war, but it has also been widely used in civilian structures during the quarter-century since the war ended.

It was at A.B.D. proving grounds, too, that the steel pontoons were developed which floated ship-to-shore metal roadways over which supplies were offloaded in places where there were no port facilities—and sometimes no ports.

Davisville is also the repository for a multimillion dollar national stockpile of strategic materials—all maintained and processed by Seabees.

In addition to Davisville's other titles, it is also home port for the Atlantic Fleet Seabees and the place which provides logistic support to the Seabee Battalions which deploy throughout much of the world.

The character of the material which passes through Davisville is of infinite variety. It might be construction material for highly sophisticated scientific projects or it might be a covey of dump trucks returning

Green Giants

home for spare parts and a thorough reconditioning job.

If a Seabee veteran of World War II were to return to Davisville, he would notice a big difference in the type of man inhabiting his old stamping grounds.

THE SEABEE of World War II was, more often than not, a seasoned constructionman called into the service to apply his knowledge to military building projects.

The Seabees at Davisville nowadays are, on the other hand, a breed of younger men, many of whom have had no previous construction experience. Many are fresh from boot camp. Nevertheless, they become skilled constructionmen by the end of their first enlistment.

Others are taken directly from the construction industry and sent to one of the mobile construction battalions, inflated in number to meet requirements.

The Seabees today, in the tradition of their famed World War II predecessors, are building—and defending what they build. The MCBs have placed over $100 millions in material under conditions that would make the most seasoned construction hand wince. Others, in 13-man Seabee teams, have made a brilliant contribution to the "other war"—the war for the minds and hearts of the South Vietnamese people.

SEABEES COMING TO DAVISVILLE for the first time and those returning after a deployment are well cared for. Even before they pass through the gate, they will see a Family Services Center—it's located in a quonset hut outside Gate One just south of Club Seabee.

The Center is especially useful in helping deployed servicemen's dependents find housing and assisting with any personal problems which might arise during separation from the family breadwinner.

Incoming service families can also turn to the Center for advance information on living conditions in the area. The Center can also be depended upon for the little things which make service moves just a little bit easier.

The Seabee Boosters are another group of people organized to help incoming Seabees and their families become part of the Davisville community.

The Boosters specialize in housing problems and supply information on community activities. They are also ready with good advice and guidance in case difficulties present themselves.

THREE NAVAL ACTIVITIES make Davisville their home —the Construction Battalion Center, the Naval Schools Construction and Commander Naval Construction Battalions, U. S. Atlantic Fleet (COMCBLANT).

Mobilization stocks are stored (and preserved) at the Construction Battalion Center which also ships them abroad to support the Naval Construction Forces (NCF), Fleet units and other elements deployed from the Center.

The Center is also home port for men being trained at Davisville when they aren't deployed elsewhere for building and fighting missions. This means the Center, depending upon schedules, has a population of several hundred to as many as four or five thousand Seabees for whom it provides housing, food, training and recreational facilities between deployments.

The Naval Schools Construction prepares Group VIII enlisted men to become useful in their specialty as early as possible. The job is helped along by supplementing instruction with on-the-job training, and Navy students also receive advanced or specialized training when it can be given advantageously in a formal course of instruction.

Commander Naval Construction Battalions, U. S. Atlantic Fleet (COMCBLANT) keeps Seabees ready for combat and coordinates peacetime NCF organization and operations.

ARE YOU TAKING YOUR FAMILY to Davisville?

Housing conditions change from time to time and it is advisable to check specifics with the Davisville Family Services Center or with the Seabee Boosters. Housing is, in fact, a seasonal thing because of the area's reputation as a summer resort.

This means that motels which can be used for temporary housing are scarce during the summer season and rates are frequently based on what the traffic will bear.

This also carries over into the field of home rental, with a three-bedroom unit renting for $150 a month and up, exclusive of utilities. Gas and electricity are also on the expensive side. Navy families usually find

Seabee Team Trains at Davisville

Rescue Team Learns by Doing at Davisville

U S
NAVAL
ON ELEVEN

they can do better financially if they live beyond the 15-mile radius in older-type houses.

There is on-base housing at CBC, Davisville, but it is limited and reserved for essential key billets, so don't expect it unless you know you will occupy one of the key billets for which it is reserved.

If you fall within this category, you will find yourself living at Hoskins Park, Kiefer Park, the Wickford Navy Housing Project or the Quonset Point Navy Trailer Park. Applications for any of these areas can be filed with the Housing Manager, U. S. Naval Air Station, Quonset Point, R. I. (Bldg. 1038, Hoskins Park). Application forms are available through the Housing Liaison Officer, Family Services Center, Building 108, U. S. Naval Construction Battalion Center, Davisville, R. I.

The housing is restricted to married Navymen and their families. Occupants must be attached to a local command based at Quonset Point or Davisville and they must have at least six months of remaining obligated service in the area.

There are two exceptions—Davisville Navymen aren't eligible for the Quonset Point Trailer Park. Conversely, the Davisville Park can't be homesteaded by Quonset Point families.

You don't have to wait until you arrive before filing your application at any of these areas. You can, in fact, file before your transfer or your marriage. You won't actually be assigned until you become eligible, but you will be placed on the waiting list. Generally speaking, it is not a good idea to bring your dependents to Davisville until you have obtained housing—whether or not you are eligible for public quarters.

DAVISVILLE HAS PLENTY OF RECREATION FACILITIES for fun and games during off-duty hours. Here is a brief rundown of activities offered through Special Services, as well as miscellaneous other recreation facilities.

- Bowling alleys are located in the CBC Recreation Building (C-114). The lanes are equipped with automatic pinsetting machines and you can roll on weekdays from 1100 to 2300. Saturdays and holidays, the lanes open an hour earlier and on Sundays, two hours later.
- Enlisted Men's Club—The Seabees at Davisville designed and built their own club in 1957 and it's modern in every respect. The Club Seabee is designated Building 108 and is just outside Gate One. It has a restful atmosphere but it's a lively place, too. Dances are held there on Wednesday and Saturday nights, with music furnished by leading local orchestras. You can enjoy a light refreshment at the snack bar and a cocktail at the cocktail bar.

The club is open on Tuesday through Thursday from 1630 to 2300. On Friday hours are from 1630 to 0100; Saturday from 1300 to 0100; and Sundays and holidays from 1300 to 2300.

- Fishing and Hunting—Sportsmen can have a ball in Rhode Island but they will need a license, which costs $3.25 for residents. Minors under 16 come in free and senior citizens over 65 can buy a permanent license for $3.25.

Permits are available at any city or town clerk's office or from authorized agents who can usually be found in hardware stores and bait shops.

Combination hunting and fishing licenses can be purchased for $5.25.

- Golf—The Quonset Naval Air Station has an 18-hole course which is open to Davisville duffers from 0800 to sunset from April to November.
- Hobby Shops—The Special Services Division has a woodworking shop located in Building 415, NAS Quonset Point, and there is a hobby shop garage with tools for overhauls, minor repairs, tuneups or greasing located in building 43.
- Library—The CBC Library is located on the second deck of Barracks C-106 and contains about 6000 books, both fiction and nonfiction. The library is open from 0800 to 2200 daily and on Saturday from 0900 to 2000. Sunday hours are from 1300 to 1900.
- Movies—On Monday through Friday, there are two shows each night at the Quonset Theatre. On Saturdays, there is a show for small fry at 1400 and the evening show is at 1900.

Buses leave Barracks C-106 a half-hour before each show time and leave Quonset for the return trip after each picture. Admission is 25 cents.

- Recreation Gear Issue Room—At Building 114, you can check out fishing rods and reels for fresh- or saltwater fishing. Camping equipment is available such as sleeping bags, lanterns, and stoves. Golf clubs and bags, tennis racquets, table tennis equipment, badminton equipment, sweat suits and water skis, footballs, volley balls and nets, soft balls and boxing equipment are also supplied. The issue room is open on Monday through Friday from 0800 to 1600.

• Two pools are available at Quonset Point for Davisville-based Navy enlisted men. One is an indoor pool which is open every day. The outdoor pool is open on summer weekdays from 1000 to 1900.

• Game Room—If you feel like shooting a game of pool, playing shuffleboard or table tennis, try the game room in the Recreation Building (C-114). There is also a snack bar there in case you get hungry.

NAVYMEN WITH SCHOOL-AGE CHILDREN will be interested to know there are elementary schools nearby at Quonset Point, Hoskins Park, Forest Park and Davisville Village. There are also a junior and senior high school located in the southerly part of town.

St. Bernard's Roman Catholic Church has a school for children in grades one through eight.

SHOPPING for the Navy wife is made enjoyable by a modern commissary store located at Quonset Point in Building 14. All military personnel on the western side of Narragansett Bay are eligible to shop there from 1000 to 1700 Mondays through Fridays or on Saturday from 0800 to 1400. The store is closed on legal holidays and 30 June.

The Country Store in Building 436 near the Quonset Navy Exchange Building stocks hardware items, toys, beverages, holiday decorations and picnic supplies. It is open Monday through Friday from 0845 to 1700. Saturday hours are from 0845 to 1400.

The Navy Exchange Retail Store across the street from the CBC Administration Building has a good assortment of men's clothing items, toiletries, stationery, periodicals, cameras, film, tools, appliances and watches. The store is open Monday through Friday from 0830 to 1700. There is a larger retail store located at NAS Quonset Point which carries items for dependents.

Navymen looking for uniform items and accessories will find them in the Small Stores located in Barracks C-106 on the lower deck. Hours and days open are posted.

THERE ARE MANY OTHER SERVICES AVAILABLE. The Davisville Credit Union located in the Navy Exchange Building offers complete banking services—check cashing, savings, loans, money orders, Christmas clubs and vacation clubs, savings bond sales and redemption and travelers' checks. The credit union is open from 0830 to 1430 on weekdays. It opens an hour earlier on Navy paydays. There are also commercial banks nearby.

If you get hungry carrying your money to the bank, you can stop at the Navy Exchange Cafeteria in Building 102—opposite the CBC Administration Building.

Complete dinners are served and sandwiches and soda bar services are also available.

The cafeteria is open Monday through Friday from 1100 to 1500. If you want a snack between 0830 and 1300 or from 1400 to 1500, try the snack shop located in Building 101 on the third deck.

For parties and other occasions, catering services are available through the Food Services, Welfare and Recreation Association of Davisville. This service is dispensed from the Pier Administration Building and Building 224. In addition, canteen trucks make scheduled stops throughout the Center.

Laundry and dry-cleaning services are available in the Issue Room of the Main Exchange (Building 11, Quonset Point). The hours are from 0845 to 1700 Monday through Friday. Saturday's hours are from 0845 to 1400. There is a pickup and delivery service to quarters. Local dry-cleaning establishments pick up and return clothing to the barracks during the noon hour, often within 24 hours.

If you need legal advice, try the Legal Office in Building 101. Legal service is available to your dependents, too.

If you feel under the weather, sick call is held from 0800 to 0900 and 1300 to 1400 Monday through Friday at the USN CBC Dispensary in Building 101. Outpatient treatment can be obtained and all military personnel must report there before being referred to other treatment facilities. The dispensary also has an emergency watch and an ambulance service on duty at all times. Dental facilities are also available.

Dependents at Davisville can obtain medical care at the U. S. Naval Air Station Hospital at Quonset Point on Monday through Friday from 0800 to 1200 and 1300 to 1600. Appointments are necessary for routine examinations but emergencies will be seen at any time.

BARRACKS LIFE—Constructionmen of MCB-58 enjoy the new comfort and relaxing atmosphere of one of the newly redecorated barracks at Davisville.

Mock Warfare Prepares CBs at Davisville

Port Hueneme: Where the Builders

THE "EVER-LASTING SUMMERS" still remain, but there is little else that would remind the original Spanish settlers of their reign in the vicinity of Port Hueneme and Oxnard, Calif. The Chumash Indians are gone, as are the Spanish ranchos and many citrus groves.

Today, Port Hueneme is home port for the thousands of Seabees who fan out from there to all points West.

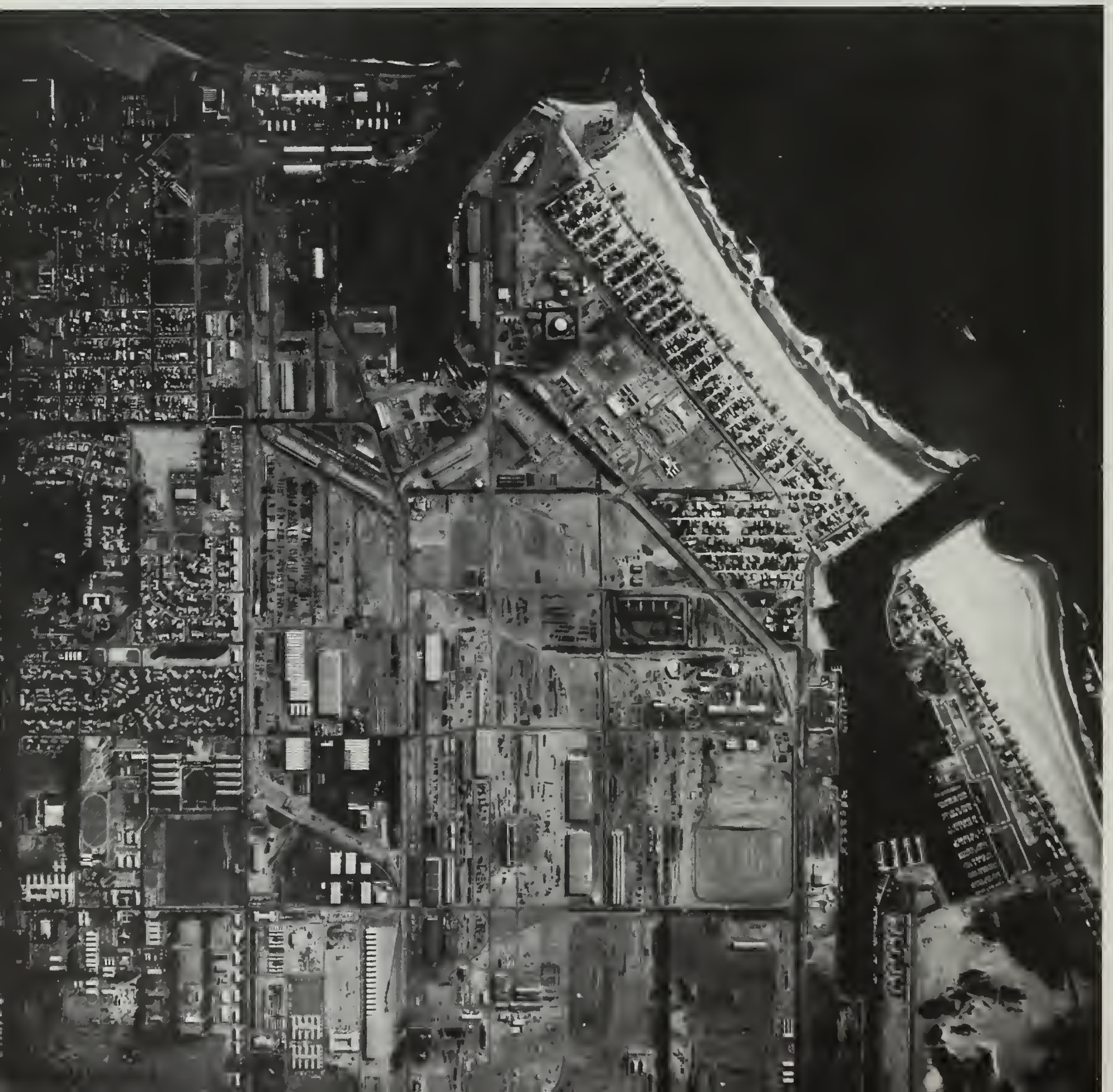
Sugar beets were, in large part, responsible.

During the 19th century, the Yankees learned that the soil which had proved ideal for Spanish citrus groves was equally congenial to sugar beets and, as a result, Oxnard became the site of a flourishing sugar refining business.

In time, vegetables replaced sugar beets as a major crop and this development attracted food processing plants. The population increased. To accommodate the changing conditions, the Oxnard Harbor District was created and, in 1938, a deepwater harbor was built at Port Hueneme.

All this looked good to the Navy, and early in 1942, it bought and leased about 1700 acres around

Port Hueneme From the Air



Travel West

the port. On 18 May 1942 it officially established the base as the Advanced Base Depot. In 1945, the Secretary of the Navy designated the Port Hueneme base as a Construction Battalion Center.

During the more than 27 years that have passed since the Navy began its activities in Port Hueneme, the actual area it occupies has not changed, but physical size is about the only thing around the port which has remained static.

Like almost every other military base, the fortunes of Port Hueneme have fluctuated with the international situation.

It was, of course, during the early years of World War II that the port grew fastest. Buildings sprang from nothing almost overnight until, by war's end, there were living facilities for more than 21,000 Navymen, more than 30 miles of railroad tracks and about 40 miles of paved roads. The inner harbor was capable of handling nine cargo vessels, two LSTs and a number of small craft.

As most of the Seabees' activities were centered in the Pacific, nearly all the construction material used in the Pacific was processed by Hueneme's Advanced Base Depot.

When the war ended, soldiers, Navymen and Marines from the Pacific began returning in such numbers that most of the Pacific ports were swamped. To help cope with the flood, Port Hueneme was temporarily designated as a debarkation port and more than 20,000 men returned to be discharged there.

Military equipment also rolled into the United States at an unprecedented rate, and Port Hueneme did its part by processing more than 600,000 tons.

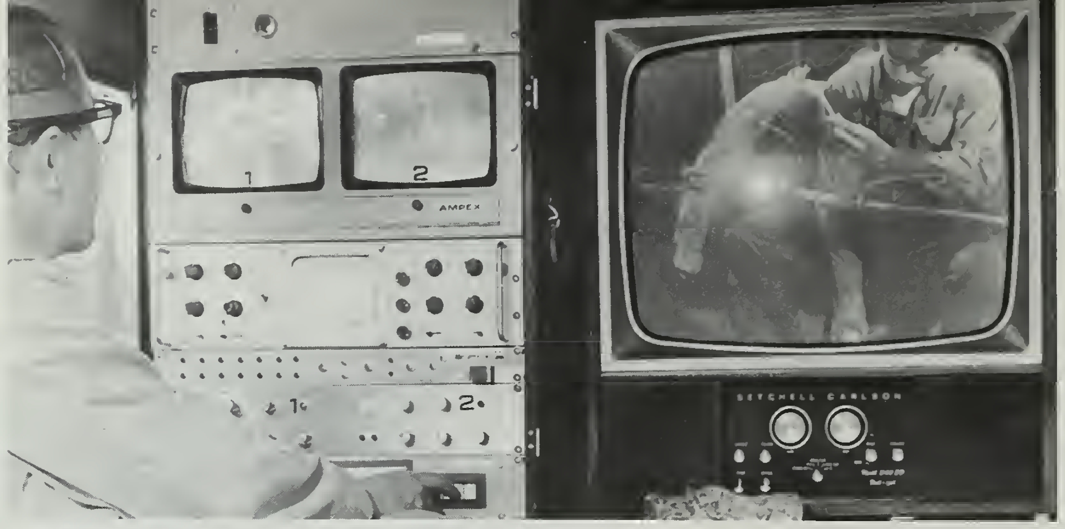
Activities dwindled after the war and Hueneme operated with a skeleton crew. With the outbreak of hostilities in Korea, the base again sprang to life. New battalions were formed and Hueneme became the port for six mobile construction battalions.

In 1952, the U.S. Naval Construction Battalion Base Unit was established at Hueneme as a pool for Seabees awaiting assignment to an established battalion and to provide training during this period. The training was furnished by the Advanced Base Tactical Training Center and the Operational Training Unit until 1953. At that time the Base Unit assumed the tactical training functions. (In May 1966 the Base Unit became the Thirty-first Naval Construction Regiment.)

During those early days, the housing at Port Hueneme would have won few prizes. Finally, the prefabricated buildings which had housed troops during the World War II days were demolished and, in August 1952, construction was begun on 10 three-story concrete barracks, each of which would house

Harbor Facilities at CB Center

Radioactive Tests at Disaster Recovery Training Area



TV Teaches at Seabee School

172 men. A large galley, subsistence building, bakery and a central heating plant were also built.

In 1954, 326 units for married Navymen and their dependents were begun and were completed late in 1957.

During the Korean hostilities, activities were again on a wartime basis, only to drop back into a lull similar to that which followed the second World War.

The intermission, however, was not wasted. Improvements were made in the base's management, and activities were consolidated to improve efficiency and save money.

The Seabees who were homeported at Hueneme continued to rotate from there to duty in the Pacific; waterfront facilities were modernized.

In 1964, these improvements were put to good use. The United States was engaged in a conflict in Asia and there was a pressing need for Seabees in Vietnam. In 1966, two Atlantic battalions were transferred from Davisville to Hueneme, and, during succeeding years, new battalions were formed. Port Hueneme became the center of support for Seabees in southeast Asia as well as for private contractors for the Navy.

Port Hueneme activities are still devoted primarily to the support of construction battalions in Vietnam.

NAVY FAMILIES CONTEMPLATING A MOVE to Port Hueneme would do well to contact the Family Services Center located in Building 90 for the latest in housing information. This organization will also assist Navymen and their families with most problems which might arise incidental to their PCS move and adjustments in the community. They will also provide a hospitality kit for a 10-day period for a deposit and a small fee.

Enlisted families arriving at Hueneme will find 383 housing units on the base. There are an additional 117 units for officers.

To qualify for on-base housing, enlisted men must be in pay grade E-4 or higher and have had at least four years of service. There is a waiting period of from three to nine months for this type housing.

In view of this waiting period, most Navy families will have to find quarters off the base. About two per cent of the housing in the Port Hueneme area is vacant and unfurnished units with one bedroom can be rented at rates ranging from $95 to $140 per month. Furnished one-bedroom units rent from $95 to $150.

Two-bedroom unfurnished rentals vary from $110 to $160, while those with furnishings can be occupied for $115 to $170.

There aren't many three- or four-bedroom apartments or houses in the area, but those apartments which do exist can be rented at rates between $145 to $200 unfurnished. Furnished units range from $165 to $200 and up, and three- and four-bedroom houses, when available, range from $145 to $250 unfurnished and from $165 to $300 furnished.

You will probably be required to pay a cleaning

Equipment Operator Uses 'Sheep's Foot' on Fill

deposit, which may run from $25 to $50 or sometimes even more. If you have a pet, you may run into trouble, because most landlords take a dim view of them.

To give you some idea of the number of Navy families living off-base, there were, in 1968, 185 married officers and 50 single officers living in town. Also living off-base were 2617 married enlisted men and 1200 single enlisted men.

Incoming families interested in temporary stays at motels will find about 20 of them in the neighborhood. Some units are equipped with light housekeeping facilities.

Trailer dwellers will find about 20 mobile home parks.

FOR SERVICES, THE NAVY EXCHANGE offers a lot at Port Hueneme. These include a country store and patio shop, a main retail store, a clothing store and toyland. There are also a service station, laundry and dry-cleaning shop and tailor shop. Three barber shops and one beauty shop serve the base and there are, in addition, a cobbler shop, optical shop, portrait studio, cafeteria, and child care center.

For hobbyists, there is a general hobby shop, operated by Military Affairs, Special Services, where Navymen can work in wood, leather and ceramics, in addition to making models and dabbling in electronics.

Cars can be tuned and otherwise worked upon in the auto hobby shop. The Warfield Gymnasium offers a complete program of physical fitness and athletic gear can be checked out at the gymnasium's locker for both gym and outside use. There are also a camping and fishing gear issue room, a bowling center and a roller skating rink.

Outdoorsmen will find two 50-meter swimming pools which are usually open from May through September. Tennis courts, softball diamonds (one is lighted), horseshoe pits, a golf course and driving range are also located on the base. There is a small picnic area in the patio of the enlisted men's club and a larger, well equipped one near the station chapel.

GALION
GALION

Seabee Guides Grader Over Sands

NAVYMEN WHO LIVE IN OXNARD during their duty at Port Hueneme will find the city has four high schools, four junior high schools, and 26 elementary schools with a total daytime enrollment in the vicinity of 24,000. An additional 3000 go to evening high school.

There is also an extensive parochial school system having an enrollment of about 3000 students in one high school and five elementary schools.

Navymen with college-age children may be interested in Ventura College which is located approximately 10 miles from Oxnard.

Most Seabees stationed at Port Hueneme consider themselves lucky in their assignment. Both the sea and the mountains are within easy reach and offer a wide variety of outdoor activity. By and large, the climate is cooperative.

All things considered, you'll find the duty easy to take.

Strongback Tents are Erected During Exercise

Gulfport: Seabees' Golden Gateway

When home ports were passed out, the Seabees received their share of good ones. For example, they nabbed a site in Rhode Island with its early American tradition and a site in California which, according to Californians, has everything. And now Gulfport, Miss., combines both with its location in the historic deep South and on the "Golden Gulf Coast."

The stretch of coastline on which Gulfport is located frequently is called America's Riviera—and why not? The beach which, according to the Chamber of Commerce, is the longest man-made sandy beach in the world, lacks only the elbow-to-elbow crowds found at many other beaches.

This gigantic 28-mile-long sandbox is 300 feet wide and slopes so gently into the warm Gulf of Mexico that a man can wade about 1500 feet from shore in most places. And speaking of warmth, the average annual air temperature at Gulfport is a pleasant 77.7 degrees.

The warm climate and the presence of water not only benefit swimming enthusiasts, but fishermen have it good, too. The census of saltwater fish lists a population of 25 varieties and those who prefer freshwater angling will find more than 20 likely spots in the vicinity of Gulfport.

MCB Twelve Hangs 'Shingle' at Gulfport

ULFPORT, MISSIS
U.S. NAVAL MOBILE CONSTRUCTION BATTALION
XII
TWELVE
U.S. NAVAL MOBILE CONSTRUCTIO
TRUCTION
BATTAL
TION BATTALION
121

An evening on the town is comparatively inexpensive. The food available in the local restaurants is considered to be above average, with local chefs making the most of the local seafood and Gulfport's creole culinary traditions.

In addition to contemporary attractions, Gulfport is haunted by history. For example, the British assembled their troops near the city for their ill-starred assault on New Orleans during the War of 1812.

There are also a number of old homes in the vicinity including Beauvoir which was once occupied by Jefferson Davis, the first and only President of the Confederate States of America.

The Seabees came to Gulfport in 1942 for reasons apparent to almost anyone—the city offered an uncrowded, deepwater port which could serve the Caribbean, and the semitropical climate offered maximum operation time. The Navy acquired more than 900 acres around the port in 1942 and, by the end of the following year, the original reservation had been increased by about 250 additional acres.

Those who know the history of the Seabees need not be told that Gulfport was a busy place during World War II. When the war ended, activity subsided and the Advanced Base Depot was redesignated a U. S. Naval Storehouse.

While the base was being used for storage, natural deterioration and the 1947 hurricane took their toll among buildings used for housing and training troops, but the future began to look brighter for the base in 1952. The Naval Storehouse was disestablished and replaced by the U. S. Naval Construction Battalion Center. The U. S. Naval Advanced Base Supply Depot and the U. S. Naval Construction Equipment Depot were also placed under the commanding officer of the Seabee Center.

A general rehabilitation of housing and training facilities began and, in mid-1954, the Seabee Center was streamlined to make it similar to the bases at Davisville and Port Hueneme. The Center's new mission became a composite of its previous activities—a Construction Battalion Center, Construction Equipment Dock and an Advanced Supply Depot.

The Seabee Center saw greatly increased activity during the Korean conflict and another cutback at its end. The current phase of the Base's life began in 1966 when the Center began teaching Seabees new skills and undertook the job of welding them into a tightknit unit ready for deployment where they were needed anyplace in the world.

Housing conditions on any base change with the times so, when you receive your orders to Gulfport, check with the Housing Office in Building 54. It's open Monday through Friday from 0700 to 1530

to the South

and its telephone extensions are 586, 587 and 588. If you have an emergency after hours, call 864-7555.

All bachelor and family housing, both on- and off-base at CBC Gulfport is administered by the Housing Officer and everyone, regardless of his family status, must clear through the Housing Office when he checks in and before making any arrangements to lease or rent quarters off-base.

This procedure is easily understandable because family housing at CBC Gulfport consists only of seven units for officers. Everyone else lives off the base.

The Navy has a delightfully painless method of supplying housing at Gulfport. It leases 200 units for officers 03 and below and enlisted men in pay grades E-9 through E-4 (with four years of service). All the units are located within a 10-mile radius of the base.

On its leased units, the Navy pays all the rent and the utilities (except telephone). It also pays for a local move to Navy quarters and the Housing Office handles any problems which come up which require contact with the unit's owner. Seabees and their families are, therefore, relieved of any headaches which might arise because of landlord intransigence or what-have-you. This is a big relief for men who are deployed whose families remain in Gulfport.

There is also a monetary advantage. Rent plus utilities on leased quarters averages $155 per month. Seabees at Gulfport are, therefore, provided with better housing than they could afford for their BAQ, which they surrender in exchange for their leased quarters.

Needless to say, Navy families occupying leased quarters can't be forced to move at the owner's request. The quarters are assigned for the duration of the Seabee's tour at Gulfport without regard to deployment schedules.

The quarters are rented by the Navy and managed substantially the same way as public quarters are administered on base. They are unfurnished except for refrigerator and stove.

Seabees with orders to CBC Gulfport should write to the Housing Office as soon as possible for an application and information concerning availability of housing.

An off-base housing referral service is also a part of the Housing Office's job which provides incoming Navymen with help in moving to Gulfport and locating suitable off-base housing.

Gulfport's school system is considered to be a good one. It includes three senior high schools (two public and one parochial), four junior highs and 14 elementary schools.

The city's three senior high schools offer an excellent college preparatory curriculum and, in addition, a wide range of commercial studies for junior and senior students.

These include courses which prepare boys and girls for jobs in retailing and a number of shop courses for boys. One high school also offers courses which prepare students for such construction skills as carpentry, bricklaying and plastering.

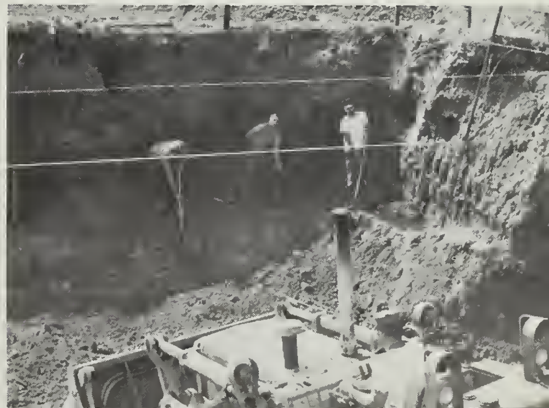
A parochial grade school and a private military academy are also available.

Parents of children in college may be interested in a school for girls which offers courses in the liberal arts, humanities, sciences, social studies, the arts, home economics and secretarial studies. The classes are small and the enrollment is selective.

There is also a junior college with a handsome new campus located a few miles from Gulfport. It offers both day and evening classes and emphasizes a two-

SEABEE BUSINESS

Top: Gulfport Seabees overrun simulated VC village during combat training. Below: Constructionmen move the earth to build swimming pool near Gulfport. Left: Seabees in Vietnam improve living conditions in village.



year course for students who plan to continue their higher education in another institution.

There are, however, courses for students who do not anticipate further education. These cover associate nursing, hotel and restaurant management and several industrial courses.

The junior college also offers pre-engineering studies which will dovetail with the engineering courses offered by the Gulf Coast Technical Institute.

"Ole Miss" (otherwise known as the University of Mississippi) also has a residence center at the junior college which offers courses at the junior college and the graduate levels.

HOME OF ATLANTIC FLEET SEABEES
SEABEES
GULFPORT, MISSISSIPPI
121

Insignia Tell the Story at Gulfport Gate

Gulfport Auto Hobby Shop

NEWCOMERS TO THE SEABEE CENTER AT GULFPORT may want to make the Family Services Center one of their first stops. The Center will help them get settled in Gulfport and provide them with information concerning what to see and do during their stay on the Mississippi Gulf coast.

When they transfer from Gulfport, Navy families can also depend upon the Center's library for brochures on other naval installations.

One of the more popular places on the base the year round is the steam-heated, competition-sized swimming pool which is open seven days a week for the use of military personnel and their dependents.

Young sprouts and their parents, too, can take the swimming lessons offered. Lifeguards are on duty at all times.

If you enjoy movies, you can patronize the Seabee Theater. It has a double feature on Saturday beginning at 1830. Other showings begin each night at 1930.

There are several small boats available for pleasure and fishing as well as larger craft equipped with trailers and a boat rigged for deep-sea fishing.

Campers can check out camping trailers at the boat shop.

The Seabee Center also has a centrally located recreation area equipped for basketball, and volleyball games. There are also tennis courts, a softball field and a newly constructed eight-lane bowling alley.

Various hobby shops, from woodworking to photo, offer a chance for everybody in the family to indulge in a little creative work.

Would-be cowboys will enjoy the saddle horses which are available for riding along the Center's bridle path and, if they can still sit on a chair after dismounting, they might enjoy a stop at the station library.

THE NAVY EXCHANGE FACILITIES at CBC Gulfport include a retail store, cafeteria, gas station, barber shop and coin-operated laundry. An enlisted man's club is also operated by the Exchange.

The Commissary Store is conveniently located near Gate One.

Undoubtedly Seabees who enjoy mountain climbing will be very unhappy in Gulfport, for mountains there aren't. Practically everyone else, however, should enjoy the city's smogless atmosphere, the sweet water supplied from artesian wells, and an abundance of warm weather which permits many months of outdoor activity.

Swimming Pool, Seabee Center, Gulfport, Miss.

Seabee Family

When members of the Johnston family of Charleston look back at their family tree in years to come, they will find a bunch of Seabees in its branches.

Three of the family recently completed two weeks of active duty for training at the Gulfport, Miss., Seabee Center, where they worked with Naval Reserve Construction Regiment Three.

Master Chief Utilitiesman Edmond L. Johnston heads the group of Johnston Seabees. His son, Equipment Operator 3rd Class John P. Johnston, has followed his dad into the Seabees. The younger Johnston's cousin, Equipment Operator Constructionman Charles L. Carlson, rounds out the trio. Chief Johnston's daughter, Judy, is a 1st class yeoman in the Naval Reserve. She'd be in a Seabee unit too, but Waves are no longer in the Construction Battalion Reserve.

Chief Johnston works in the Charleston Naval Shipyard Production Department when he's not a Seabee. Daughter Judy is a medical technologist at the Charleston Naval Hospital.

The two younger men have both seen active service in Vietnam. John served with Mobile Construction Battalion 71, and Charles worked with the U. S. Naval Support Activity, Da Nang.

The Johnstons have served a combined total of over 31 years in the Navy. When asked if any other Johnstons would be joining the Seabees, Judy replied, "We're still trying to talk my mother into signing up."

In Charleston, the men are members of Reserve Mobile Construction Battalion 14. The Seabee family lives in Hanahan, S. C.

Busy Bees Build Under The Seas

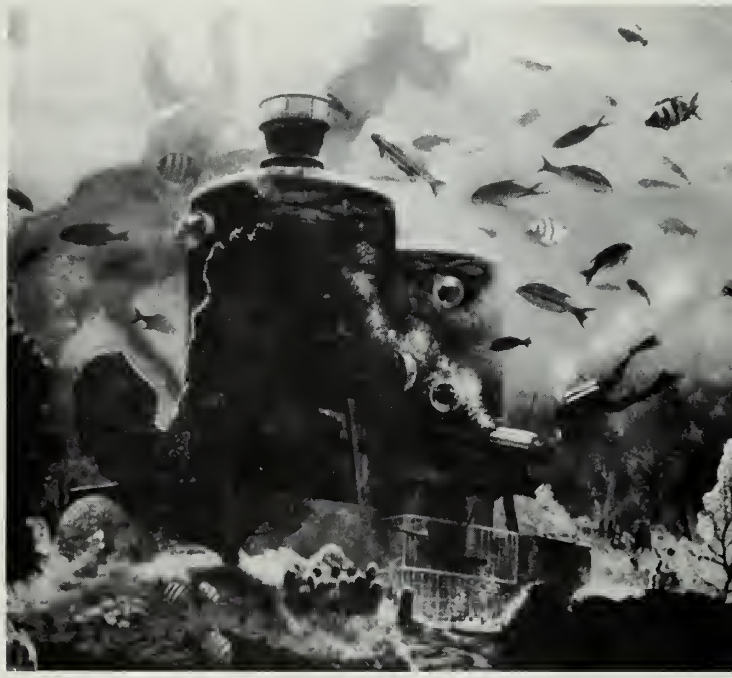
It was a detachment of 50 Seabees from Little Creek's Amphibious Construction Battalion Two (ACB 2) which placed the Tektite I undersea habitat on the ocean floor near St. John, V. I.

During the first eight days, the Seabees laid templates on the ocean floor to use in placing the launch guide piles when they were driven into the floor of the bay. Then came moors and bolts which were secured to rock formations on the ocean bottom to stabilize the support barge pilings. The support barge provided air, water and electrical power to the habitat after it was put in place.

Next, the ocean floor on which the habitat was to rest had to be leveled and deadman anchors put in place. Up above, in the beach area which served as a staging area, a causeway was built and a dock for support small craft was built.

Last of all, equipment for lowering the habitat to its resting place beneath the water was installed and the habitat was anchored in the place the Seabees had prepared for it.

Tektite I was ready to begin.



TEKTITE I undergoes systems tests at drydock in Philadelphia Naval Shipyard before being anchored to sea floor by Navy's Seabees.

today's navy

Subic Divers Go For ASDIV

Divers going to and from their work have different methods of transportation but, at Subic Bay, R. P., they use an Advanced Diving System IV (ASDIV).

At Subic Bay, ASDIV is used for underwater salvage work and consists of a personnel transfer capsule, entrance lock, two decompression chambers, a control van, power unit and gas storage tanks.

Although it does the job required of it at Subic, it is not the latest thing in underwater transfer equipment. The Mark II System, for example, is more sophisticated.

The ASDIV personnel transfer capsule holds two men who can see where they're going through ports which provide up, down and side vision. While in the capsule, the divers can communicate with the surface ship by telephone and a television camera mounted on the capsule's side monitors their movements while in the water.

When the capsule descends to the desired depth, the pressure inside is gradually increased to correspond to the pressure outside and the divers leave, breathing air supplied through umbilicals attached to the transfer capsule and the divers' face masks.

The ASDIV System is staffed by a crew of six and a medical officer is always on hand when the transfer capsule is in use. For the divers working on a salvage job at considerable depths, the capsule provides a safe haven, a source of breathing gas and portal-to-portal transportation to their job.

—JO3 Tony Kausal, USN.

Subic Construction

The noise of construction and the sight of new buildings taking shape are familiar to Navymen at Subic Bay, R.P. The demands of the Vietnam conflict have necessitated larger buildings and more repair berthing, much of which has been completed.

There was also a need for more active berthing space and 38 per cent of this need will be satisfied by a 600-foot extension to Alava Wharf. The wharf plus the 600-foot extension will permit simultaneous berthing of one CVA/CVS/LPH.

Another pier will berth one medium floating drydock and two small floating drydocks.

Mooring facilities have also been completed for the new medium auxiliary floating drydock which arrived at Subic Bay last February. This drydock can accommodate deep-draft ships with sonar domes below.

The Naval Magazine at Subic Bay has been enlarged, too. A large number of ammunition magazines have been built, complete with roads, lighting and landscaping.

For the past three years, black oil and lubricants have been in sufficient supply to keep abreast of the Fleet's demands but with very little, if any, to spare. Now, six new fuel storage tanks are being built to provide a supply of fuel to meet increased needs.

An 80,000-square-foot warehouse with automatic levelers which can adjust loading platforms to truck heights is being built at the Naval Supply Depot. It will be used to store fast-moving items for the Fleet.

A new data system facility has been constructed.

For enlisted married men and their families, 100 new two-story concrete block and frame duplex apartment buildings are scheduled for completion in January 1970. Each unit will include three or four bedrooms, a utility room, three baths, carport, service yard and landscaping. All units will be air-conditioned.

At Cubi Point, construction is already completed on a 256-man senior enlisted barracks with two- and four-man rooms. The barracks are air-conditioned, have color televisions and concession areas.

A 75-bed hospital addition and a 42-man barracks addition have also been started at the Naval Hospital at Subic Bay. The hospital unit includes four new intensive care wards, treatment rooms and a quiet room.

At Subic Bay, a 360-man, air-conditioned barracks which will include lounges, television rooms, concession areas and a laundry is under construction. Provisions are being made for future installation of central air-conditioning.

Other projects include an extension to the Spanish Gate Cafeteria, an addition to the bowling alley, a chief petty officers' club and the power plant.

— JO3 Tony Kausal

OFF WITH THE OLD—Boatswain's mates and diver from destroyer tender *USS Bryce Canyon* (AD 36) change propellers of *Theodore E. Chandler*.

Ogden Explorer Is Classroom

The hydrographic survey ship USC&GSS *Explorer* (renamed *Ogden Explorer)* has a new career designed to resolve a shortage of trained oceanographic aides.

At the same time, the ship provides unemployed high school dropouts with valuable training.

This new approach to education is now taking place at the Navy Yard in Washington, D. C. *Explorer*, tied up at the yard, is the oceanographic aide school.

Washington youths who for one reason or another never finished high school, but who have the potential and interest for technical skill training in the field of oceanography, are the students.

The 20-week school equips the young men to assist oceanographers in geology, photography, marine biology and sound technology. Although *Explorer* has been permanently docked, the students also receive training in navigation and seamanship on board the ship's two launches.

The training is sponsored jointly by the Navy, Coast and Geodetic Survey, Department of Health, Education and Welfare, and a civilian corporation interested in oceanographic research.

The government provides the ship and docking facilities.

The ship-school is staffed and equipped to train up to 50 students during each 20-week "school year." The first class was scheduled to be graduated this summer.

Explorer entered this program after some 30 years of hydrographic survey work.

During World War II, while operating in the vicinity of Attu Island in the Aleutians, *Explorer* got her first and only taste of combat when she repelled an attack by enemy planes. *Explorer* since has been known as the only Coast and Geodetic Survey ship to engage in World War II combat.

—J. R. Kimmins.

Firebee II Flight Tested

Navy missilemen really have something new to shoot at. It's called the *Firebee II*, a supersonic jet target drone capable of streaking across the sky at 1000 miles an hour.

Test flights of the *Firebee II* began last March at the Naval Missile Center, Point Mugu, Calif. The drone was remotely controlled and radar tracked at ranges exceeding 150 miles from the remote control site. Performance data derived from radus and instrumentation indicated that major flight test objectives were attained.

In addition to guidance control, Navy operators learned recovery, retrieval and refurbishment procedures associated with the new target, designated the BQM-34E.

Fourteen of the *Firebee II* drones were built for testing by Naval Air Systems Command.

TOUGH TARGET—New Firebee II supersonic jet target drone is capable of doing 1000 miles per hour.

Gus, the Snaky Firefighter

WHIssshh went the FF *Gus* looking for all the world like a waterspouting Civil War monitor as she bounced toward a Norfolk pier in search of a fire.

Gus, the invention of George A. Des Jardin, an officer of the Norfolk Naval Station Fire Department, may possibly become a part of the Naval Station's firefighting arsenal.

Des Jardin (also known as Gus) built his 96- by 14-inch craft for squirting water into hard-to-reach places such as the underside of piers. The boat is powered by the pressure of water which is carried to the boat's nozzles through float-supported hoses.

The boat's operators can remain as far from the fire as the hoses permit, yet manipulate the course of the craft by controlling the water pressure. Des Jardin's first model has a draft of five inches and travels at about five knots. She can pump water through her nozzles at the rate of 150 gallons a minute.

After *Gus'* first design proved to be successful, Des Jardin, who is about to retire, set about building a larger version which will operate with twice as much water pressure and carry foam and chemicals for oil slicks as well.

WATER SNAKE—Firefighting invention sends out big water spray and goes under pier to fight 'fire' during demonstration at Norfolk Naval Station.

Yeoman Makes the Grade as Gun Mount Captain

Yeoman 2nd Class Ronald H. Waterman, after six months of intensive training, recently qualified as a gun mount captain aboard the attack aircraft carrier USS *Independence* (CVA 62).

Petty Officer Waterman is probably one of the few yeomen in today's Navy holding the title "Gun Mount Captain."

The idea of becoming a gun mount captain appealed to him shortly after reporting aboard *Independence* in August 1967, following his tour of duty in South Vietnam. "I became interested in the gun mount job while the crew was undergoing refresher training in the Caribbean in early '68," Waterman explained.

"There was a lot more to the job than I anticipated, but it seemed like a worthwhile challenge—so I began training for qualification. It turned out to be a lot of work. I had to study each time I had a free minute. During General Quarters drills at sea I was assigned one of four mounts for indoctrination."

After six months of study and on-the-job instruction by experienced petty officers, Waterman passed a written examination, completing the qualifications for his new assignment.

"Being a gun mount captain gives me more satisfaction than sitting in an office during battle efficiency drills," he remarked. "Besides, it makes me feel as though I have accomplished something different and that I can do something that not everyone can do.

"I guess I wanted to prove to everyone, especially myself, that I could do more than one job in the Navy—and do it well."

ONE OF FEW—Yeoman 2nd Class Ronald H. Waterman, USN, after 6 months of training, is now a gun mount captain aboard *USS Independence* (CVA 62).

Ribbon Ceremony Deep Down

What better way to open a new diver training tank than to cut the traditional ribbon underwater?

That's how it happened at the opening at the Explosive Ordnance Disposal School, Naval Ordnance Station, Indian Head, Md. While officials and guests viewed the event on closed circuit television monitors, Navy EOD Instructor Lieutenant (jg) William Willett, dressed in wet suit and aqualung, dove into the 40- by 80-foot, 24-foot deep tank and snipped the ceremonial ribbon.

To show guests how the underwater training would be conducted in the new facility, school staff divers put on a demonstration using various types of diving equipment.

Claimed by the school to be one of the largest diver tanks of its kind, the 560,000-gallon training aid has a catwalk that spans its 80-foot length, allowing access to a steel observation tower stemming from the pool's floor.

Portholes and lights installed in the tower allow dry instructors to watch students working on ordnance problems. Evaluation of the students' performance is monitored electronically through devices in the ordnance itself and through use of the closed circuit TV network complete with underwater camera and video tape replay system.

Using blacked-out face masks, students work on assembly problems to improve their manual dexterity and use of handtools in an underwater environment. These exercises and those conducted in the nearby Potomac River adjacent to the EOD school help to increase the experience level of the student.

The Navy-operated school, whose staff is comprised of ordnance disposal technicians from all the armed services, has been training its students in EOD techniques since 1945.

SNIP SNIP—Underwater ribbon-cutting ceremony marked the opening of new 560,000-gallon diving tank at the EOD School, Naval Ordnance Station, Indian Head, Md.

A Royal U. S. Launching

A new type of U. S. Navy ship was launched not long ago. The location of its launching was also new —at Lowestoft, England, about 75 miles northeast of London.

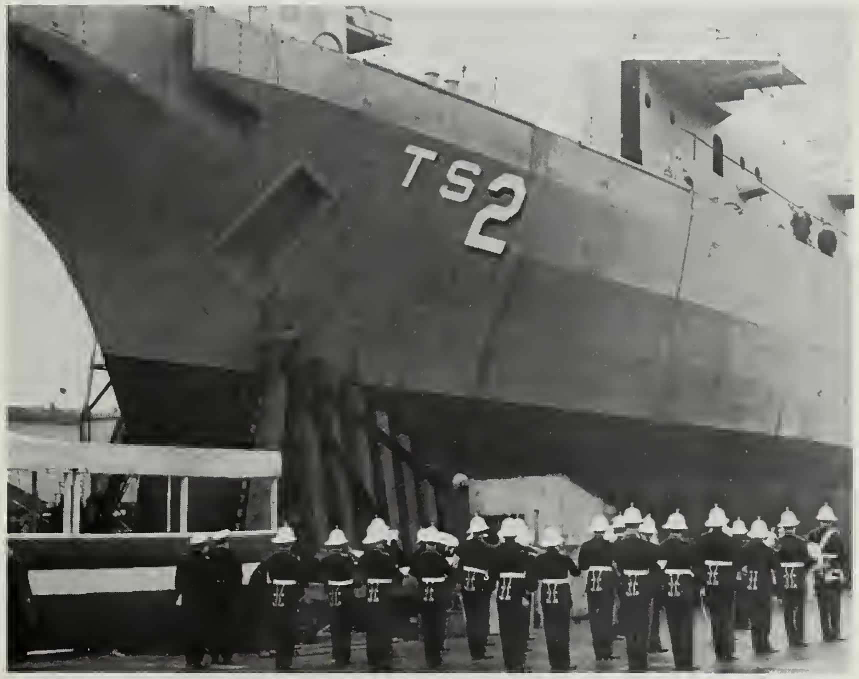
The new ship, displacing 2500 tons, is the second of three ships of the same type contracted for by the U. S. Navy, to be built in Britain. It is *Beaufort* (ATS 2), which combines the functions of a salvage rescue ship and the standard Fleet ocean tug.

Sponsor of the ship was Mrs. W. F. A. Wendt, wife of the Commander in Chief, U. S. Naval Forces, Europe.

The ship is named for the two coastal cities of Beaufort, N. C., and Beaufort, S. C.

The first salvage rescue ship, *Edenton* (ATS 1), was launched last May, also at Lowestoft.

Beaufort is expected to be accepted and commissioned during the latter part of this year.



SERENADE—Royal Navy's Commander in Chief, Western Fleet, Royal Marine Band, plays at launching of U. S. Navy's *Beaufort* (ATS 2) in England.

FLOATING BASE—Complete maintenance facilities are located at Tan My for servicing river patrol craft. PBR lifted aboard base for repair, right.

Over There at Tan My

MOBILE BASE ONE of Da Nang's U. S. Naval Support Activity, after completing a successful first year on the line, looks forward to providing even better service to river patrol boats (PBRs) of the northern I Corps.

Mobile Base One was established at Tan My in January 1968 as a floating maintenance center, headquarters and barracks. Since then, it has served the boats which provide security on the I Corps' inland waterways—a job which affects more than 190,000 allied troops.

The floating base was conceived when its designers saw a need for an installation which could navigate Vietnam's shallow waterways and move in close to the action when needed.

Number One was a prototype and, today, is not by any means the most modern floating base in Vietnam. Being second best in design, however, merely means that Number One tries harder. It is now able to repair all boats and engines without help from facilities at Mekong Delta or Subic Bay.

NUMBER ONE's increased capability has been made possible by increasing her size. The base originally was composed of four floating pontoon causeway sections to which five additional sections have been joined, thereby making departmentalized work a possibility.

Three of the four original barges have an enclosed one-deck superstructure which contains air-conditioned berthing spaces, offices, communication center, ship's store, galley and dispensary.

Several of the barges without a superstructure are used for auxiliary repair spaces and stowage of water and fuel. One barge contains a club which doubles as a chapel.

About 80 repair and support Navymen live aboard the floating base and share its facilities with the men of the Hue River Security Group who make PBR patrols on the Perfume River and its connecting inland waterways.

Measuring Ocean Waves

The state of the sea is always an important consideration to a naval commander about to embark on an operation. If he could tell how big the waves were going to be in a certain area at a particular time, he could determine the best route to take to avoid rough seas, and what kind of seas he could expect wherever he was to operate.

Amphibious forces, in particular, would find such advance sea-state information invaluable in planning a landing through the surf.

Such a "sea-state forecast" is currently being developed for the U. S. ships operating in the South China Sea, in a project jointly sponsored by the Navy Weather Research Facility at Norfolk, Va., and the Navy Oceanographic Office in Washington, D. C.

Operational units involved in the project are the cruiser USS *Newport News* (CA 148), the communications relay ship *Arlington* (AGMR 2), and a C-121 aircraft belonging to Airborne Early Warning Squadron One.

The idea is to collect a large amount of data on wave sizes under various conditions, and to store this information in a computer. The conditions monitored include such variables as atmospheric pressure patterns, and wind velocity. Then, when the same conditions exist at some future time, the computer will be able to ascertain what the sea-state will be.

The difficult part, of course, is to collect enough accurate data to make the computer's predictions meaningful.

It's not that easy to tell how big a wave is, simply by eyeballing it. Observers in large ships, such as carriers, usually think waves are smaller than they really are. Conversely, an observer in a small ship, when he sees a wave crash over his bow, will probably estimate it to be much larger than it actually is.

Accuracy is being obtained, however, by using infrared measuring devices installed on the ships and laser beam instruments installed on the aircraft.

Here briefly is how the infrared device, which is mounted on the bow of the ship, works:

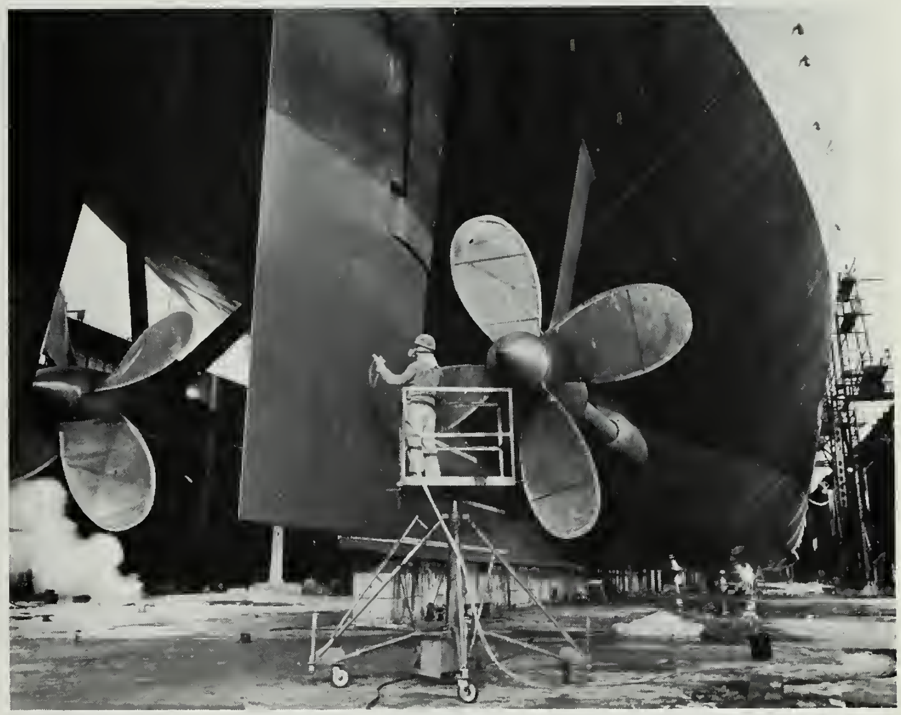
A beam of light is transmitted to the ocean surface, and the bounce-back signal is received. The time interval between the transmitted and received signal is translated into a measurement of distance. The difference between the bounce-back from the crest of a wave and that from its base is the height of the wave.

A vertical accelerometer is also mounted on the ship to measure its pitch and roll. Thus, the ship's movement can be taken into account when measuring the wave height.

The aircraft, a *Super Constellation* equipped for hurricane hunting, uses a low power laser beam to measure the waves, following principles similar to those described above.

The South China Sea was chosen for the experiment because, being relatively enclosed, it gives researchers controlled conditions. In addition, there are plenty of U. S. ships operating there which could use the data to lessen the storm- and wave-caused damage and operational difficulties.

Once the data has been collected and the wave forecast system is in full swing, it will be applicable to any comparable sea in the world.



END OF THE JOB—Shipyard worker completes the painting of one of two 23-foot rudders of new Navy oiler *Milwaukee* (AOR 2) prior to launching.

MARS Passes the Word

In the code of the Navy-Marine Military Affiliate Radio System (MARS), the message "ARL ONE" means "All safe; do not be concerned about disaster reports."

During some 40 hours following the fire and explosions aboard USS *Enterprise* (CVAN 65) south of Pearl Harbor last January, more than 4000 such messages were sent via MARS to anxious dependents of the *Enterprise* crew, on the ship's return to Pearl Harbor.

After the damaged carrier docked at Pearl Harbor, a MARS representative boarded the ship and gathered the names and home addresses of uninjured crewmen who were understandably eager to let the folks back home know they were all right.

Couriers from the ship's communications department took the information to the Navy-Marine Corps MARS master control radio station at the Naval Reserve Training Center near Pearl Harbor. The ARL ONE MARSgrams next were sent by teletypewriter to gateway stations at Seattle, Wash., San Francisco and Camp Pendleton, Calif., and then relayed to *Enterprise* families throughout the United States.

Meanwhile, MARS operators at Camp H. M. Smith, NAS Barbers Point, and the Pearl Harbor Submarine Base, hooked up more than 600 phone calls with personal messages for wives and parents of *Enterprise* crewmen.

Three other MARS operators worked with ham radio equipment in their homes.

Petty Officer 1st class Nathaniel Jones worked through the night patching more than 100 calls through a station in El Toro, Calif.

Charles Stem, a civilian, relayed 55 messages from his Honolulu home to a MARS station at North Island, Calif., and Lieutenant James R. Poffitt placed 48 calls with information from Tripler Army Hospital where injured Navymen were taken for treatment.

In all, the men from MARS processed 4196 MARSgrams and 868 radio-telephone calls during what amounted to a 40-hours-plus workday.

—Sonya Cummings, 14th ND.

TOGETHER AGAIN—Master Chief Hospital Corpsman Joseph J. Atzert shows his sons Walter (left) and Alan, both 2nd class yeomen, around the Naval Support Activity Da Nang. The three are now on duty at Da Nang.

bulletin board

Quals for Firefighting Assistant Are Outlined in Latest Changes to Manual

If you are a shipboard Navyman who knows virtually everything there is about firefighting, and can pass an exam to prove it, you should be—and chances are you will be—singled out and designated as one of your ship's firefighting assistants.

This was one message contained in BuPers Notice 1236 (12 Mar 1969) on changes to the shipboard firefighting qualifications listed in the *BuPers Manual.*

Here's what it's all about.

Each shipboard repair party must have at least two designated firefighting assistants. In some cases, each watch of the engineering repair party also should have two firefighting assistants.

The latter is the case when the ship's organization provides for firefighting assistants to alternate between engineering watch stations and repair party stations during extended periods of general quarters.

Any enlisted man on board ship conceivably could qualify. Article C-7412 of the *BuPers Manual* insists that, at a minimum, each candidate for the job pass a written examination and perform certain practical factors.

Firefighting Exam

By now, your ship has received two or more copies of the exam your CO will use to screen candidates for firefighting assistant. The exam was prepared at the Naval Examining Center, and covers the following subjects:

- Principles of extinguishing all types of fire; the chemistry of fire; flash points and fire points of materials; causes of fire; and methods by which fire spreads.
- Major naval firefighting equipment; portable pumps; eductors; types of nozzles and applicators; various types and uses of inhalators, respirators, protective masks and the oxygen breathing apparatus.
- Methods of laying hose lines from water supply to fire, including up ladders and through passageways; methods of rigging jumpers around breaks in fire mains; points to be observed in sizing up a fire and planning its extinguishment; theory and practice of finishing up after a fire; use of water in the form of solid stream or fog spray; operation of equipment in generating mechanical and chemical foam and light water and purple K powder; and the use of steam, including precautions to be taken.
- Safety precautions in firefighting; hazards which may be encountered aboard ship; hazards peculiar to stores and equipment; precautions to be observed in entering closed compartments or in compartments where CO2 systems have been actuated; and the theory of operation and limitations of protective masks and the oxygen breathing apparatus.
- Characteristics and methods of extinguishing incendiaries and flares.
- Methods and procedures for holding firefighting instruction and realistic fire and rescue drills on board ship.

EMERGENCY ONLY
CLASS A
CLASS B
CLASS C

Practical Factors

To the extent permitted with the equipment on board your ship, you must further demonstrate your qualifications for firefighting assistant by performing the following practical factors:

- Operate all types of fire extinguishers and foam producing equipment; use forcible entry tools; handle all kinds of hose and observe proper methods of care, use and stowage; use and care of various types of nozzles and applicators; operate all portable or movable pumping equipment; use oxygen breathing apparatus, inhalators and respirators; and use portable oxyacetylene cutting equipment.
- Read diagrams in damage control books. Isolate damaged sections of a fire main and restore pressure to the remainder of the system; know your own ship's fire main pressure. Demonstrate thorough knowledge of built-in CO2, foam, and sprinkling systems of your ship. Understand the use of drainage and ventilation systems for removing firefighting water and smoke.
- Use fireman's lift and remove an unconscious man (simulated) from a void or other inaccessible space; resuscitate an unconscious man (under simulated conditions); give treatment for burns, shock, fractures, and other injuries; show how to control hemorrhage.

- Recognize common and special fire hazards. Conduct a fire prevention inspection of your ship.
- Instruct your shipmates in firefighting procedures and principles; explain the operating characteristics of firefighting equipment.

Designation—If you qualify as a firefighting assistant, an entry to this effect is made in your service record and you are authorized to wear the Firefighting Assistant's Insignia (which should be available in supply channels this summer).

You automatically lose your qualifications if you are not assigned specifically to the duties for 12 consecutive months. If this happens, and you want to requalify, you must again take the exam and do the practical factors.

Here's an Explanation of Symbols Used In Officer Promotion and Assignment

The code symbols used in the Officer Distribution Control Report (ODCR) are the topic for explanation in BuPers Notice 1080 (3 Apr 1969).

This should be good news for yeomen, personnelmen and others who rely on the ODCR for reference to the assignment and promotion status of each officer on board.

The symbol that has generated the most confusion is the "grade on board" code.

The grade codes themselves are easy to decipher; "H" means CDR, "I" is LCDR, "J" is LT and "K" means LTJG.

Also confusing to some are the plus (+) and number (#) signs which often are used in conjunction with these codes.

As explained in the BuPers Notice 1080, here's what it's all about:

Under normal circumstances, officers are promoted under sections 5769 and 5773 of Title 10, U. S. Code, based on the Officer Personnel Act of 1947. These usually are called OPA promotions.

There also are "spot" and "accelerated" promotions made under section 5787, Title 10, U. S. Code. The Naval Manpower Information System defines these as "spot grades."

The difference between OPA promotions, and spot grades, is substantial.

In general, an officer who is promoted to a spot grade is, for purposes of OPA status and his standing on the lineal list, considered to be in the grade he held before he was promoted.

For example, if a lieutenant receives a spot grade promotion to lieutenant commander, he's still in grade LT on the lineal list and his OPA promotion date (to LT) does not change on the ODCR.

Only after he receives an OPA promotion under sections 5769 or 5773 will he be considered to have been promoted "under normal conditions."

Here's where the (+) and (#) come in to the ODCR, and here, in essence, is what the BuPers notice says these symbols mean:

- An officer who serves in a spot grade should have the plus symbol printed immediately before his OPA grade. For example, a spot grade LCDR will be "+J" (J means LT, remember?), and his OPA date of rank is the date of his promotion to LT.
- When selected for LCDR under the OPA, the officer would appear on the ODCR as "#J".
- When the officer then makes an OPA number without his spot grade appointment being terminated, he will appear on the ODCR as "I" and his date of rank is that of his spot grade promotion to LCDR.
- When his spot grade appointment is terminated or superseded, the ODCR should reflect his OPA date of rank as that of promotion to LCDR.

Now's the Time To Dust Off Those Boffos It's All-Navy Cartoon Contest Time

You say you've got a million of 'em? Fine. Let's see them. Some of them, anyway. The 14th All-Navy Comic Cartoon Contest is underway. And even if you haven't got a million of them, we want to see the ribticklers that you do have.

As in past years, your entries must be in black ink on 8- by 10 1/2-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use, and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: the name of the originator; his rate or grade; file/service number; his duty station; the name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement that the cartoon is original.

SLURP!
CRUNCH!
SQUEEEK!
SLURP!
SQUEEEK!
SCRATCH!

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am a dependent of ...., rate, grade, etc."

All entries should reach the Bureau of Naval Personnel (ATTN: Pers-G11) by 1 July.

Winning entries will be published in ALL HANDS. BuPers Notice 1700 of 20 Mar 1969 has the details.

New Housing at Newport

A recent groundbreaking ceremony signaled the start of construction of 300 units of new housing for Navy families based at Newport, R. I.

The first 50 of the 300 units are slated to be completed by the end of March 1970, while the rest will be finished at the rate of 50 per month.

The housing, half for officers and half for enlisted men, will be of wood with concrete foundations.

College Degree Program Is Open to Officers—From Warrant to Captain

Many a naval officer, with rows of ribbons on his chest for past campaigns, would think twice about returning to college today as an undergraduate student. Nevertheless, there are those who do exactly that—under the College Degree Program. They – and the Navy – get a great deal out of it.

For example, take the case of a Navy captain who recently attended the University of Hawaii. Now a senior officer, he was commissioned under a World War II program which didn't require a college degree.

When the war ended, he and others like him were in an awkward position. Many were unable to complete their undergraduate degrees while others achieved a rank too senior to be eligible for the Monterey Post Graduate School.

For this officer, the path to a college degree began when the Bureau of Naval Personnel approved his application for the program and ordered him to duty under instruction while administratively assigning him to a nearby naval command.

He is working toward a Bachelor of Arts degree in political science so his curriculum leans heavily toward history and economics. It dovetails with his belief that today's international situation obliges a man to know the causes of revolution and upheaval within developing nations.

If the foregoing case study fits your situation, you'll probably be interested in hearing more about the program.

The College Degree Program for Officers is open to ranks from warrant officer through captain, provided the applicant can complete his baccalaureate within 12 months after enrollment. All expenses are borne by the applicant who receives only his pay and allowances.

The program was designed for officers who have been unable to take the approximately 30 semester hours of residence work required by most colleges and universities for a baccalaureate. It is not open to Medical Service Corps or Nurse Corps officers.

About 25 officers are selected for full-time study under the program by a board which usually meets in March and September of each year. Applications, therefore, should be submitted at least six months before the beginning of the school year.

Completed applications should be sent to the Chief of Naval Personnel and should follow the format outlined in BuPers Inst 1520.98.

Check the Latest Changes on Pro Pay—They Will Go Into Effect on 1 July

In our April issue, we printed an extensive roundup on pro pay, which included a list of eligible ratings and NECs. Since then, the list of ratings, NEC codes, and their respective award levels, has been revised.

The new list, which is included in change one to the basic instruction (BuPers Inst 1430.121), is effective as of 1 Jul 1969.

As in previous lists, in certain instances NECs are represented as three digits followed by an "X," such as RD-031X, or are listed as two digits, followed by "XX," such as 33XX.

If you're assigned a rating series NEC beginning with the first three digits, except as noted, you maintain award eligibility as long as you serve in the NEC billet identified by the same first three digits, regardless of the last digit.

Likewise, if you're assigned an NEC beginning with the first two digits, you maintain award eligibility while serving in the NEC billet identified by the same first two digits.

As before, rating conversion codes ending with "99" are not authorized for Specialty Pay.

In this listing, award levels of ratings and NECs which are to be upgraded as of 1 Jul 1969 are indicated by a double asterisk (**). Those to be reduced as of that date are indicated by an asterisk (*).

Note that the last list shows those ratings and NECs designated for termination of pro pay as of 1 July. However, as noted in the pro pay roundup printed in the April issue of All Hands, these ratings and NECs will not lose the full amount of pro pay all at once. For the gradual termination schedule, as well as for more detailed information on the pro pay system, see our April issue.

P-3 $150

Rating Award	Skill
**AQ	Aviation Fire Control Technician
**DS	Data Systems Technician

NEC Code	Eligible ratings
**ET-1541	ET, RM, AT
**ET-1542	ET, RM, CT

P-3 $100

NEC Code	Eligible Ratings
ST-042X	ST
ST-043X (less 0436, 0438, 0439)	ST
ST-0452	ST
ST-0453	ST
ST-0454	ST
ST-048X (less 0489)	ST
ST-0491	ST
ST-0492	ST
ST-0493	ST
TM-074X (less 0744, 0745)	TM
FT-115X	FT
FT-117X	FT

FT-119X	FT
ET-1539	ET, RM, CT
33XX (less 334X, 33S9, 3389, 3391)	BT, EM, EN, ET, FT, IC, MM, MT
AQ-796X (less 7965)	AQ, AT
AQ-7973	AQ, AT

P-2 $75

Rating Award	Skill
**AT	Aviation Antisubmarine Warfare Operator
AW	Aviation Antisubmarine Warfare Technician
ET	Electronics Technician
**FT	Fire Control Technician
**ST	Sonar Technician

NEC Code	Eligible Ratings
RD-033X (less 0334)	RD, AT
ST-0413 (new award)	ST, AX, AW
*TM-0719	TM, MT
GM-098X	GM
GM-099X	GM
*MT-1317	MT, ET, FT, IC
ET-154X (less 1S44)	ET, RM, CT, AT
RM-231X (less 2312)	RM, CT
RM-2333	RM
RM-239X	RM
CT-240X (less 2402)	CT
DP-272X	DP
DP-277X	DP
DP-334X	TM
DP-8394	ET, AD, AT, EN

P-1 $50

Rating Award	Skill
AV	Avionics Technician
GMT	Gunner's Mate Technician

NEC Code	Eligible Ratings
RD-031X (less 0312)	RD
3391	CE, EO, CM, SW, UT, HM
TM-0718	TM
GM-0873	GM
IC-4722	IC, EM
IC-4724	IC

The following ratings and NECs are designated for termination of pro pay effective 1 Jul 1969:

Termination of P-2 $75 at Special Rate $50

Rating Award	Skill
AX	Aviation Antisubmarine Warfare Techsician

NEC Code	Skill
TM-0721	SUBROC Missile Assemblyman
TM-074S	Advanced Undersea (Mk 4S/Mk 102 Warhead) Weaponsman
GM-0891	ASROC Launching Graup (Mk 16) Maintenanceman
ET-1S44	Communication Security Devices (KW-37R) Technician
EN-4356	SSN/SSBN Auxiliary Equipment Technician
IC-4737	Submarine Steering and Diving Cantral Technician

Termination of P-1 $50 at Special Rate $25

Rating Award	Skill
MT	Missile Technician

NEC Code	Skill
RM-234X	Teletype Repairman

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Mission Stardust (WS) (C): Science-Fiction; Lang Jeffries, Essy Persson.

The Swimmer (C): Drama; Burt Lancaster, Marge Champion.

A Twist of Sand (C): Action Drama; Richard Johnson, Honor Blackman.

For Singles Only (C): Comedy Drama; Mark Richman, Lana Wood.

Barbarella (WS) (C): Fantasy; Jane Fonda, John Phillip Law.

Shock Troops (WS) (C): Drama; Bruno Cremer, Jacques Perrin.

Coogan's Bluff (C): Suspense Drama; Clint Eastwood, Susan Clark.

Pretty Poison (C): Suspense Drama; Anthony Perkins, Tuesday Weld.

Lady in Cement (WS) (C): Drama; Frank Sinatra, Raquel Welch.

Custer of the West (WS) (C): Western; Robert Shaw, Mary Ure.

Wild Season (C): Melodrama; Gort Van Den Bergh, Marie Du Toit.

Vengeance of She (C): Melodrama; John Richardson, Olinka Berova.

Live a Little, Love a Little (WS) (C): Comedy Drama; Elvis Presley, Michele Carey.

A Few Bullets More (WS) (C): Western; Peter Lee Lawrence, Fausto Tozzi.

Great Catherine (C): Comedy; Peter O'Toole, Zero Mostel.

It Takes All Kinds (C): Action Drama; Robert Lansing, Vera Miles.

Correspondence Courses

Several enlisted correspondence courses have been revised and are available to the Fleet. In addition, two officer courses, one of which is confidential, have been rewritten. One of the enlisted courses is also classified.

The revised courses are:

- *Air Controlman 1 & 2* (NavPers 91677-C).
- *Tradevman 3 & 2* (NavPers 91698-1B).
- *Enlisted Transfer Manual* (NavPers 91423-1A).
- *Quartermaster 1 & C* (NavPers 91253-D).
- *Illustrator Draftsman 1 & C* (NavPers 91489-1A).
- *Damage Controlman 3 & 2* (NavPers 91544-2D).
- *Steelworker 1 & C* (NavPers 91591-1D).
- *Radarman 1 & C* (NavPers 91268-D); Confidential Data.
- *Disbursing Clerk 3 & 2* (NavPers 91436-3C).
- *Military Requirements for Petty Officer 1 & C*; (NavPers 91207-F).
- *Aviation Electronics Technician 1 & C* (NavPers 91615-E); Confidential Data.
- *Ship's Serviceman 3 & 2* (NavPers 91447-1D).
- *Electrician's Mate 1 & C* (NavPers 91526-1C).
- *Practical Damage Control* (NavPers 10936-6); officer course.
- *Fundamentals of Naval Intelligence* (NavPers 10-728-B); Confidential Data; officer course.

An Extension Course Institute Correspondence Course titled *Introduction to System or Project Management* (ECI 2900) is available to officers in grades O-3 or higher who are assigned to or may be assigned to a position in System/Project Management (the course is also available to civilian GS-11 grades or higher under similar situations).

Application for the course should be prepared on ECI Form 23 or Navy Correspondence Course Application Form NavPers 1550/4 and mailed to: Extension Course Institute, Gunter AFB, Ala. 36114.

Dentistry Course for Officers

Operative Dentistry, a new dental officer correspondence course (NavPers 10759-A) is now available. Written for the dental officer in general practice, the six-assignment course covers the treatment and prevention of tooth decay; selection of restorative materials, bases, and liners; and principles of cavity preparation and insertion of various restorative materials such as amalgam, porcelain inlays, and gold.

Text for the course is *Textbook of Operative Dentistry*, 1967, by H. William Gilmore.

Officers who received credit for the NavPers 10759 course may enroll in the new course for additional credit evaluated at 12 points for Reserve officers.

Apply through the Personnel Office, using NavPers Form 1550/4 Rev. Nov. 66.

New Medical Correspondence Course

A new correspondence course, *Medical Entomology* (NavPers 13111) is now available to eligible officers and enlisted men within the Navy's Medical Department.

Sanitation officials and technicians will also be interested in this course which contains seven assignments and provides information on the classification, identification and control of certain medically important insects and other invertebrate animals known as arthropods.

Introductory material is included to help students who have a limited background in the subject.

The text to be used is the Naval Medical School's *Medical Entomology* 1967.

Policy and Practices of Uniform Board Are Outlined in Revised Regulations

Along with a few minor changes in devices and insignia, the latest change to *Uniform Regulations* spells out in detail the Navy's policy and practices pertaining to naval uniforms and insignia.

The Navy Uniform Board decided that, because of the great interest of a large number of Navymen in the Navy uniform and its insignia, the Navy's general policy regarding the uniform should be outlined in greater detail than previously.

The new policy section added to *Uniform Regs* begins with a broad statement of policy:

"Decisions concerning uniform policy over the years have tended to retain the neat, conservative style and appearance of naval uniforms and insignia. As a result, a fair consistency in detail can be identified, but with certain obvious exceptions. Details of naval Service and Dress Uniform conventions are set forth below."

The directive then goes on to list basic practices intended to assist in identifying what is consistent with naval uniform policy.

"It should be noted that, while the regulations for wearing and marking work and combat clothing are designed to parallel the conventions of Service and Dress uniforms, the suitability of this clothing to the work intended is its primary characteristic."

Quick recognition of naval uniform and wearer is given as prime objective of basic uniform policy:

"The uniform with its various insignia and devices is designed primarily to indicate on sight those belonging to the naval service and to show at a glance their grade, corps, or rating and hence the authority and responsibility imposed by law upon those wearing it."

The basic, everyday Service and Dress uniforms and insignia are described. The new change then outlines the way in which grade, corps, rating, and hence authority are displayed on Service and Dress uniforms:

"Grade or rate is designated by sleeve stripes and shoulder marks for officers, chevrons on the sleeve of petty officers and diagonal rate stripes for nonrated men. Collar marks are used by officers and chief petty officers on service and tropical khaki shirts, and on white tropical shirts by chief petty officers.

"Specialty or rating is indicated by corps devices for officers and specialty marks for enlisted personnel.

"Enlisted men below chief petty officer assigned to the operating forces display their ship or unit name on their uniform, presently by a sleeve mark.

"Important special skills and responsibilities not readily recognizable by rate and rating are shown on enlisted uniforms by an enlisted distinguishing mark. Standards are established by the Chief of Naval Personnel.

"Certain skills, not recognizable by rating or corps, requiring long training, whose standards are established by the Bureau of Naval Personnel and proficiency measured to these standards, and in which it is intended thereafter to employ the personnel so trained as their primary duty for a significant portion of their naval career are recognized by breast insignia. These

You Can Sail Over These Mountains

Oceanographers doing research for the Navy recently discovered six small mountains which nobody previously knew existed beneath the Sea of Japan.

The discovery was made by using a seismic profiler, a device which can penetrate the ocean floor's sediment with sound waves which return to hydrophones towed by the research ship.

The newly discovered seamounts varied in height from 3600 to 9000 feet above the sea floor, with the top of the mountains lying about 2600 to 8000 feet below the water's surface.

The seamounts were about the same size and shape as volcanoes on land and, in fact, probably are volcanoes. After all, the oceanographers reason, the Japanese islands were volcanic in origin and the Japanese are still plagued with approximately 50 active volcanoes.

The highest of the newfound seamounts rises 9000 feet above the ocean floor and is located in the northwestern part of the Sea of Japan. It has an elliptical shape, the base of which stretches far more than 20 miles, and rests on a foundation of dark, volcanic basalt.

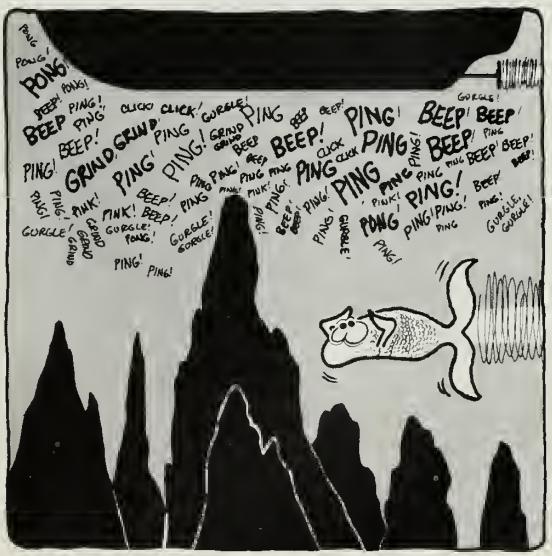
The mountains were discovered by researchers aboard USNS Silas Bent (AGS 26), one of several new ships being deployed for Navy oceanographic investigations, and the research vessel F. V. Hunt, under contract to the Navy.

The survey has given the Navy extensive information concerning the geological history of the area and the currents which flow there.

For example, the oceanographers learned the sea floor has been relatively inactive, from a geological standpoint, for about 20 million years.

River sediment and mud from undersea slopes surrounding the Sea of Japan are being carried to the middle of the sea in submarine channels which are more than 250 miles long. Currents loaded with this sediment flow through channels in a manner similar to rivers on land.

Oceanographers also collected 17,000 miles of sounding information which can be used to update nautical charts and publications, all of which will help the world's navigators as they sail on and under the waters of the Japanese Sea.


PING
PONG!
PONG!
BEEP! PING!
BEEP
CLICK CLICK!
GURGLE!
GRIND GRIND
PING!
BEEP!
PING
BEEP
PING! PING!
PINK! BEEP!
GURGLE!
GRIND
PING! PING!
PONG
GURGLE! GURGLE!

are primarily aviation and submarine personnel and officers of the unrestricted line qualified by successful experience in command at sea. Parachutist and explosive ordnance disposal personnel also wear breast insignia.

"Achievements of naval personnel are recognized by awards which include decorations, medals, badges, ribbons, and attachments thereto as defined in Chapter 10, *U. S. Navy Uniform Regulations*. Breast insignia are not used for recognition of achievement."

Other items detailed in BuPers Notice 1020 of 14 Jan 1969 were:

- In order to provide ready recognition of the three grades of chief petty officers while wearing rain clothes, foul weather clothing, and other outer gear, a distinctive cap device has been authorized for each grade, using three-eighth-inch stars affixed in a position similar to that on the collar insignia. The Master Chief Petty Officer of the Navy will wear a device with three stars.
- A silver metal insignia for petty officers has been adopted for required use with the new working cap. This badge is optional with the blue working cap now in service. It is to replace the various types of unofficial pins and devices now in use.
- A line device for warrant officers in the newly established Explosive Ordnance Disposal Technician specialty has been established. It consists of a crossed torpedo and bomb with naval mine superimposed.
- Academic excellence in the various officer candidate programs is to be recognized by stars on coat lapels in the same manner as is done at the U. S. Naval Academy. The number of such awards in each unit is to be limited and will be the subject of separate correspondence to commands concerned.
- Fleet Reserve and retired personnel who are recalled to active duty will now retain their eligibility to wear gold service stripes, if they were qualified to wear them at completion of previous active duty.

Reemployment Rights Broadened

The Universal Military Training and Service Act has been amended to give Regular Navymen five, rather than four, years during which they may remain on active duty, yet retain the right to reclaim the civilian job they vacated to join the service.

Reservists may normally serve on active duty for periods up to four years and still retain their reemployment rights. If, however, a Reservist is extended on active duty because the President calls up units of the Ready Reserve, he has until the end of his additional service to exercise his reemployment rights.

Both Regular Navymen and Reservists on active duty, or active duty for training for three or more months, must apply for reemployment within 31 days after their release from the service.

Hospitalized men whose confinement extends beyond the date of their discharge, however, may have as much as an additional year in the hospital before returning to their vacated civilian jobs.

Mail Order Uniforms

Officers and chiefs who aren't within commuting distance of a uniform shop can order CPO and officer type uniforms from retail clothing stores at the following Naval Stations: Charleston, Mayport, Newport, Norfolk, Treasure Island and Washington.

Bainbridge, Great Lakes and San Diego Naval Training Centers also are authorized to fill mail orders for uniforms as are the Naval Air Stations at Corpus Christi, Memphis, Point Mugu, Seattle and Whidbey Island.

Price lists are frequently available at local administrative offices. If need be, however, purchasers can request prices in advance of ordering from the installations listed above.

A sample format mail order form is shown as Enclosure One of NavSupNotice 10120 of 24 Jan 1969.

Expanded Cold War GI Bill Offers Vets Increased Educational Benefits

Increased educational benefits available to you and your dependents under the GI Bill are summarized in a new Veterans Administration pamphlet which by now should be stocked in your Educational Services Office.

If you haven't seen a copy, here's what it's all about.

In general, VA provides educational and training assistance to active duty service men and women and, of course, service veterans, under the Veterans Readjustment Benefits Act of 1966.

This Act, otherwise known as the Cold War GI Bill, was expanded last year to permit veterans with as little as 18 months of service to receive up to 36 months of college.

Also, wives of deceased or disabled veterans now may receive VA educational assistance on the same basis enjoyed by sons and daughters of veterans who die or are totally disabled as a result of military service.

Specifically, effective as of 1 Dec 1968:

- After separation from active duty, you are entitled to one and one-half months of VA education and training assistance for each month of military service you performed after 31 Jan 1955. The maximum entitlement is 36 months.
- When you have served at least 18 months' active duty after 31 Jan 1955, and have satisfied your military obligation, you are entitled to the maximum 36 months of VA assistance.
- While still on active duty, you are entitled to one and one-half months of educational assistance for each month of service. However, you may not cash in on these benefits until after you have completed 24 months of active duty. (At that time you will have accrued your maximum entitlement of 36 months of educational benefits.)
- The total period for which you may receive VA

educational assistance under two or more federal veterans' benefits programs is 48 months. (Before 1 Dec 1968, the maximum was 36 months.)

- If you are enrolled in a correspondence course, you use up one month of benefits for each $130 the VA pays you. (Before 1 Dec 1968, you used up as many months of benefits as it took you to complete the course.)
- If you need additional secondary school training to qualify for admission to college or some other training program, VA will pay you an educational assistance allowance that is not charged against your basic entitlement.
- Widows and wives of veterans whose deaths or permanent total disabilities occurred through service-connected causes may receive educational benefits up to a maximum of 36 months.
- Veterans in flight training may be paid on a monthly basis (it used to be quarterly), and those who participate in farm cooperative training may reduce their training to three-quarters or half-time schedules and receive proportionate reductions.

How much in allowances does VA provide?

The payments for education were raised early last year and were not affected by the changes last December.

If you are on active duty, your payments are computed at the rate of the established charges for tuition and fees, or at the rate of $130 per month for a full-time course, whichever is less. You do not receive an allowance for your dependents.

On the other hand, a veteran without dependents who takes full-time training also may receive $130 monthly, but if he has one dependent, the allowance goes up to $155. Veterans with two dependents receive $175 monthly, and those with more than two dependents can get $10 monthly additional for each.

Payments to wives (and children) range from $60 monthly for half-time training to $130 for full-time school (up to 36 months).

The Chief of Naval Personnel (in BuPers Notice 1560, 6 Mar 1969), encourages you to take advantage of these educational benefits after you have completed two years of active duty.

If your Educational Services Officer does not have the new VA Pamphlet 20-67-1 (Revised December 1968), which describes all the VA benefits available to you, he can submit DD Form 1348 to USAFI, Madison, Wisc., to obtain copies as needed.

In-Service GI Bill

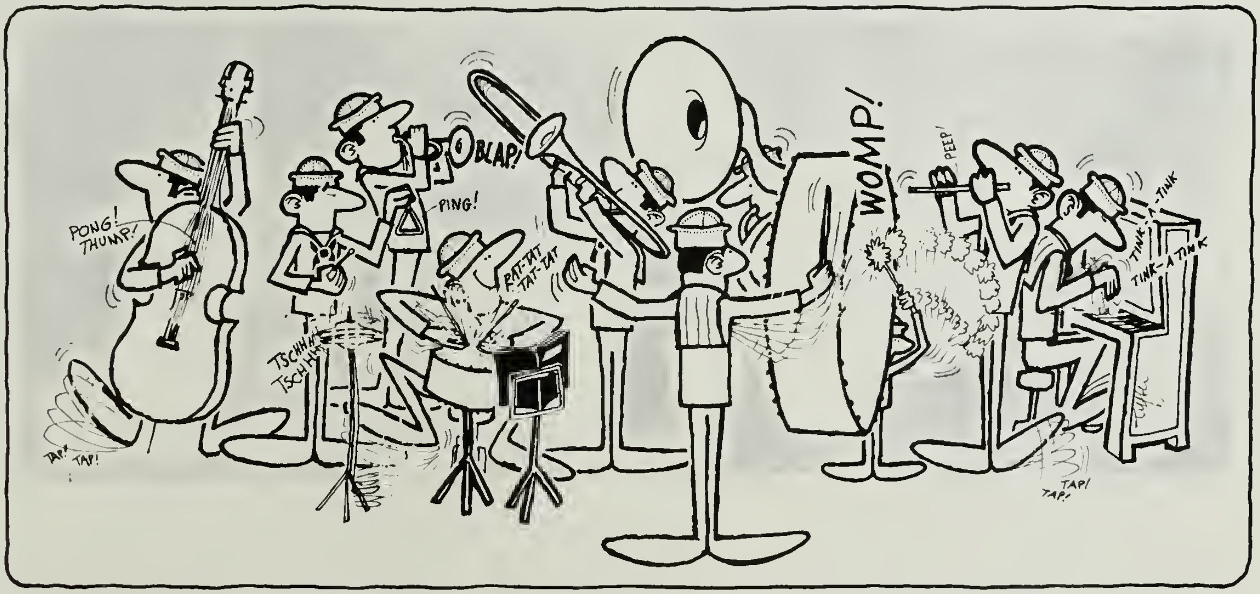
One means of furthering your education while in the Navy is to take advantage of the in-service veterans education benefits, known as the Cold War G. I. Bill.

Available to Navymen who have served at least 24 months since 31 Jan 1955, the benefits may now be earned at the rate of one and one-half months of educational assistance, up to 36 months, for each month served in the military. Details are spelled out in Public Law 89-358, the Veterans Readjustment Benefits Act of 1966, as amended.

Another Public Law dealing with educational assistance—Section 521 of the Annual Appropriations Act—makes no distinction between temporary officers with permanent enlisted status and other military personnel. However, it does direct that tuition assistance will be provided to only those commissioned personnel who agree to remain on active duty for two years after completion of their educational course taken.

VRB Year Obligation

If you are planning to reenlist one year early in order to draw a variable reenlistment bonus, or for any other reason, you now must obligate yourself for at least one year beyond your current obligation. So says


PONG!
THUMP!
TSCHHH
TSCHHH
TAP! TAP!
BLAP!
PING!
RAT-TAT
TAT-TAT
WOMP!
PEEP!
TINK-A-TINK
TINK-A-TINK
TAP!
TAP!

ALL TOGETHER NOW . . . remember nine others are waiting to sight-read ALL HANDS during this gig. So pass it along.

BuPers Notice 1133 of 13 Mar 1969.

In effect, this means that if you agree to extend your initial enlistment and then reenlist up to a year early, the terms of your reenlistment must be for a period great enough to cover the remaining time left on the initial enlistment, plus the length of any extensions, plus at least one additional year.

Under normal conditions an individual reenlisting for the first time may do so for two, three, four or six years to receive a VRB.

Statistics show that the average Navyman reenlisting for a VRB does so for a period of 5.1 years, and collects a bonus of $4100.

Since Navymen have only one opportunity to collect a VRB, each individual should carefully consider all reenlistment options prior to making a decision.

Confused About Precedence of Decorations & Awards?

If you're having troubles determining which decoration, medal, ribbon or badge goes where, the following excerpts from the newly issued revision off the *Awards Manual* (SecNav Inst 1650.1D), should be helpful. It lists the decorations issued by the Navy and Marine Corps in their proper precedence.

Awards indicated by an asterisk (*) have no precedence as such among themselves but are chronologically shown in the following list according to the date of their establishment. They are worn by the individual in the order in which they were earned.

Comparable awards issued to Navy and Marine Corps personnel by other armed services and the U. S. Coast Guard must be worn in the order specified by the respective service. In all cases of relative priority, Navy and Marine Corps awards will take precedence.

If you earned nonmilitary service awards before entering naval service, the *U. S. Navy Uniform Regulations* or the *U. S. Marine Corps Uniform Regulations* will provide information on where they should be worn on the uniform.

Navymen who have questions concerning their eligibility for personal military awards can write for information on the subject to the Chief of Naval Personnel (Attn: Pers-G25), Washington, D. C. 20370.

Inquiries concerning eligibility for campaign and service medals should be directed to the attention of Pers-E, and Pers-Ea will answer questions concerning procurement and supply.

All questions concerning Marine Corps decorations, medals, ribbons and badges should be sent to the Commandant of the Marine Corps (Attn: Code DL), Washington, D. C. 20380.

The following precedence should be observed for military decorations, medals, ribbons and badges:

Decorations

Medal of Honor
Navy Cross
Distinguished Service Medal
Silver Star Medal
Legion of Merit
Distinguished Flying Cross
Navy and Marine Corps Medal
Bronze Star Medal
Meritorious Service Medal
Air Medal
Joint Service Commendation Medal
Navy Commendation Medal
Navy Achievement Medal
Purple Heart
Combat Action Ribbon

Unit Awards

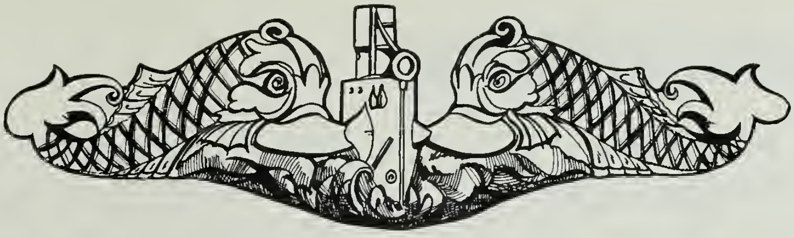
Presidential Unit Citation (no medal authorized)
Navy Unit Commendation (no medal authorized)
Meritorious Unit Commendation (no medal authorized)

Campaign and Service Awards

Good Conduct Medals (Navy and Marine Corps)
Naval Reserve Medal
Naval Reserve Meritorious Service Medal
Organized Marine Corps Reserve Medal
Byrd Antarctic Expedition Medal (1928-30)
Second Byrd Antarctic Expedition Medal (1933-35)
U. S. Antarctic Expedition Medal (1939-41)
Expeditionary Medals* (Navy and Marine Corps)
Victory Medal* (World War I)
Haitian Campaign Medal* (1919-20)
Second Nicaraguan Campaign Medal*
Yangtze Service Medal*
China Service Medal*
American Defense Service Medal*
American Campaign Medal*
European-African-Middle Eastern Campaign Medal*
Asiatic-Pacific Campaign Medal*
Victory Medal (World War II)
Medal for Humane Action
Navy Occupation Service Medal*
National Defense Service Medal*
Korean Service Medal*
Antarctic Service Medal
Armed Forces Expeditionary Medal*
Vietnam Service Medal*
Armed Forces Reserve Medal
Marine Corps Reserve Ribbon

(All foreign decorations are to be worn following the above U. S. awards and preceding the awards listed below)

United Nations Service Medal
United Nations Medal
Philippine Defense Ribbon (no medal authorized)
Philippine Liberation Ribbon (no medal authorized)
Philippine Independence Ribbon (no medal authorized)
Philippine Presidential Unit Citation (no medal authorized)
Korean Presidential Unit Citation (no medal authorized)
Vietnam Presidential Unit Citation (for service performed August-September 1954—no medal authorized)
Republic of Vietnam Campaign Medal
Marksmanship Awards



Sub Insignia Has Distinguished Background

The origin of the U. S. Navy's Submarine Service insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, and at that time Commander Submarine Division Three, suggested to the Secretary of the Navy, via the Bureau of Navigation (now BuPers), that a distinguishing device for qualified submariners be adopted.

He submitted a pen-and-ink sketch of his own, showing a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Divisions, Atlantic.

During the next several months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines and dolphins.

A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake to design a suitable badge. Two designs were submitted by the firm and these were combined into a single design. It was the design in use today, a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes.

On 20 Mar 1924, the Chief of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy.

The submarine insignia was to be worn at all times by officers and men qualified in submarine duty attached to submarine units or organizations, ashore or afloat, and not to be worn when not attached.

In 1941 the Uniform Regulations were modified to permit officers and men who were eligible to wear the submarine insignia to wear that insignia after they had been assigned to other duties in the naval service, unless such right had been revoked.

The officers' insignia was a bronze, gold-plated metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for blue clothing, and in blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. The device was two and three-quarter inches long.

In 1943 the Uniform Regulations were modified to provide that "enlisted men, who are qualified for submarine duty and are subsequently promoted to commissioned or warrant ranks, may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officers' submarine pin."

In mid-1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket.

A change to Uniform Regulations dated 21 Sep 1950 authorized the embroidered insignia for officers (in addition to pin-on insignia) and a bronze, silver-plated, pin-on insignia for enlisted men (in addition to the embroidered device).

Polaris Breast Pin Awarded

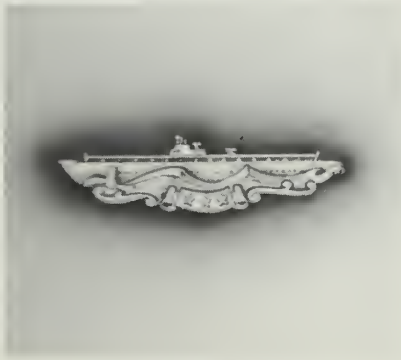
A new *Polaris* submarine breastpin is now being awarded to personnel in the ships' companies of the silent service missile fleet.

Successor to the Submarine Combat Patrol Insignia awarded for submarine patrols during World War II, the device will undoubtedly become known as the Polaris Patrol Pin, although its official designation is SSBN Deterrent Patrol Insignia.

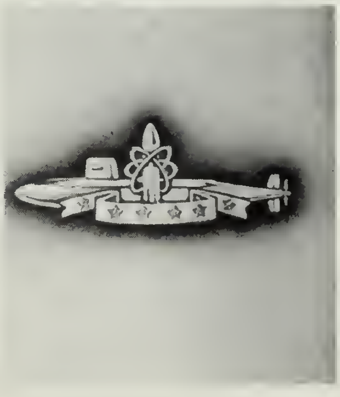
The new insignia is considered to be in the same category and will be worn in the same manner as the SCPI. However, only one of the two may be worn by those individuals who qualify for both. The choice is the individual's.

Design of the SSBN pin shows a silver *Lafayette* class submarine with superimposed *Polaris* missile and electron rings which signify the main armament and nuclear powered characteristics of the *Polaris* Deterrent Force. A scroll beneath the submarine will hold stars, one bronze star for each "successful" patrol after the first or a silver star for five "successful" patrols. Successful patrols will be so designated by fleet commanders.

Awards are being made retroactive to the first *Polaris* patrol of USS *George Washington* (SSBN 598) which was completed on 21 Jan 1961. At that time *George Washington* had set a new record for submarine submergence: 66 days, 10 hours. Since then SSBNs have completed more than 600 patrols.



Submarine Combat Patrol Insignia



Polaris Patrol Pin

How to Be Well Informed— Follow SecNav Reading List

YOU MAY BE STARTLED to note the changes that have occurred in the past few years, as recorded in the subject matter and general themes of the latest SecNav Reading List, even when compared to the preceding list presented as recently as the October 1968 issue of ALL HANDS.

In other words, the world is moving with its usual rapidity and we all must run to keep up with the times — and read to stay well informed. The SecNav List is designed to help you do just that.

Thus, SecNav (through the SecNav Reading Program Committee) takes considerable trouble to compile periodically a list of books and articles which every Navyman, officer and enlisted, is urged to read. They are all timely and significant, and some of them are quite readable. Each will help you keep abreast of the rapid changes in the national and world situation.

Here's the most recent list, as contained in SecNav Inst 1520.5A; Change 6, with a brief description of each title offered.

Foreign Affairs

Thirteen Days; *A Memoir of the Cuban Missile Crisis* — Robert F. Kennedy. Mr. Kennedy's memoir understates while delivering the full weight of the tension which characterized the Cuban missile crisis. He has presented a most able account of one of many views, by one who was perhaps closest to the President.

No More Vietnams? *The War and the Future of American Foreign Policy* — Richard Pfeffer, ed. The troubled relationship between the concepts of nonintervention and of neo-isolationism is made explicit through the conferences, the proceedings of which are recorded here. However, the location of the line at which the U. S. is, in the author's opinion, either overly committed or overly withdrawn is not made entirely clear.

Fires in the In-Basket; *The ABCs of the State Department* — John P. Leacacos. State Department routine is described with economy and intelligence, but, since the handling of the "fires" really determines competency in diplomatic matters, considerable attention is paid to the precise movements of people and offices during specific moments of trouble. As Dean Rusk has observed: "Every time you go to sleep, two-thirds of the world is awake and up to some mischief." And he should know.

The Great Terror; *Stalin's Purge of the Thirties* — Robert Conquest. The purges may still affect Russian life and thought, not just because of the terror and deaths involved, but because they had a purpose and the purpose was accomplished — the absolute subjection of the Soviet peoples. How this was done, and might be done again, is made all too clear.

Soviet Politics Since Khrushchev — Alexander Dallin and Thomas B. Larson, eds. Khrushchev is described as rough, tough, dangerous, but somehow forward looking. His impact on Russian policy and politics subsequent to his removal from office is traced in the seven essays brought together in this book.

The Soviet Economy; *Myth and Reality* — Marshall I. Goldman. Professor Goldman examines such hallowed myths as "The Soviet economic system is inefficient and irrational," and, through analysis, tries to determine the degree of reality behind them. No knowledge of economic theory is required by the reader.

Soviet Naval Strategy; *Fifty Years of Theory and Practice* — Robert W. Herrick. A recognized authority on the Russian Navy, Commander Herrick, USN (Ret), provides a closely researched and reasoned history and survey of the policies and operations of that Navy, and he suggests the directions he believes will be taken in the future.

Expansion and Coexistence; *The History of Soviet Foreign Policy, 1917-67* — Adam B. Ulam. Specialists will consider this a basic book for its breadth of coverage and depth of interpretation, while amateurs will find it readable and clear. The large conclusion, that Russia's foreign policy has remained essentially monolithic and unchanging through various changes in leadership, is amply substantiated.

SOVIET NAVAL STRATE
A CHAPLAIN LOOKS AT VIETNAM
ANATOMY OF CHINA
THE STRENGTH OF GOVERN
THE BLAST OF WAR 1939-1945
THE STORY
SOVIET POL SINCE KHR
EXPANSION AND COEXISTENCE
LAWRENCE AND OPPENHEIMER
THE SOVIET ECONOMY
HO CH

Can We Win in Vietnam? — Frank E. Armbruster, et al. Five analysts from the Hudson Institute examine their subject in separate papers and a round table discussion. Their remarks have applicability to guerrilla warfare involvements generally, even though the details are drawn from the experience in Vietnam.

Ho Chi Minh: A Political Biography — Jean Lacouture. Uncle Ho's opponents fight an almost mythical figure rather than simply a man, politician, strategist, and leader. The author is definitely affected by the aura surrounding Ho Chi Minh as well as by his own political sympathies so that this biography is biased. Even so, he has written the most factual, complete, and authoritative account of Ho's life and struggles available.

A Chaplain Looks at Vietnam — John J. O'Connor. Commander O'Connor, who has served in Vietnam with the Marine Corps, appraises our Vietnam effort in terms of the moral imperatives and principles which apply. He demonstrates convincingly that the struggle does avail, that it is morally and ethically sound.

Anatomy of China; *An Introduction to One Quarter of Mankind.* — Dick Wilson. An English journalist widely acquainted with Communist China and the Far East, Mr. Wilson has written a useful, unbiased survey of the inner workings of mainland Chinese society and of that society's meaning to the rest of the world.

Military Affairs

Room 39; *A Study of Naval Intelligence* — Donald McLachlan. In Room 39, British Admiralty, 12 to 15 people busily wrote, argued, dictated and otherwise carried out apparently normal office routines. However, the subject matter during World War II was British and allied movements and plans and information about the enemy. While sources of information, spies and the like, receive their due, the emphasis is on intelligence work as a combination of factors: attention to detail, precision, synthesis, and insight.

The Blast of War, 1939-1945 — Harold Macmillan. Macmillan was extremely active during World War II. Much of his activity related to political matters among allies and concerning countries overrun by the enemy in the Mediterranean arena. In the main, a staunch defender of British strategy, he is nevertheless fair and courteous to, though forthrightly critical of, other personalities and strategies.

ANATOMY OF CHINA
CAN WE WI
VIETNA
ROOM 39
THE GREAT TERROR
NO MORE VIETNAMS
OUR INTER-NATIONAL MONETARY SYSTEM
THE AMERICAN UNIVERSITY
MANAGEMENT AND MACHIAVELLI
FIRES IN THE IN-BASKET
THIRTEEN DAYS
E
ICAN
LENGE

U. S. Government

The Strength of Government — McGeorge Bundy. The author, now head of the Ford Foundation, believes that government must be greatly strengthened, particularly the Presidency; that processes must be improved, and the people given a greater role in the formation of local governmental policy and in the actual conflict of affairs.

Science and Technology

Lawrence and Oppenheimer — Nuel Pharr Davis. The interaction between theoreticians and experimenters may produce friction as well as progress. A case in point was the relationship between Ernest Lawrence and Robert Oppenheimer, the one the foremost experimental physicist of his time, the other a preeminent theoretical physicist. Both were vital to the production of the nuclear bomb.

The Implications of Military Technology in the 1970's, *Institute for Strategic Studies, 9th Annual Conference, 29 Sep–1 Oct 1967.* In the first five papers, Wohlstetter surveys the possible impacts of technology and technical change on the military-political strengths and interests of the world's nations. Equally knowledgeable contributors then deal with particulars in papers entitled Technology and Strategic Mobility, The Future of Manned Aircraft, Ocean Technology and Submarine Warfare, Technology and the Battlefield, and New Communication Technologies and National Security.

The Story of Jodrell Bank—Bernard Lovell. In this account, Sir Bernard Lovell tells of the immense problems—technical, financial, political—which boiled about the design, construction, and operations of the great radio telescope at Jodrell Bank. The driving force behind Jodrell Bank, Sir Bernard uses diaries, journals, other contemporary accounts, and his own vivid memories to tell its story.

Money and Management

Management and Machiavelli; *An Inquiry into the Politics of Corporate Life*—Anthony Jay. The author, a British management consultant, suggests that one way to view large organizations is to regard them as being Renaissance principalities surviving into the modern world. While somewhat tongue-in-cheek, the inquiry is stimulative of personal thought and productive of unexpected insights into the goings-on about one.

The American Challenge—J. J. Servan-Schreiber. The author states that if Europe is to resist becoming a colony of American industry, she must move rapidly and in concert to change traditional attitudes, to restructure outmoded educational and political systems and institutions, to assemble industrial and financial combinations capable of competition, and to identify those sectors in which Europeans can excel. Although a manifesto to Europeans, the book identifies for American readers a number of generally unrecognized sources of strength in the American society.

Borrowing Books by Mail

The books recommended here are available through shipboard libraries and the general libraries at shore bases insofar as funds are available. Individuals may borrow books on the list, by mail, directly from the following Navy Auxiliary Library Service Collections:

- Chief of Naval Personnel (Pers C46), Department of the Navy, Washington, D. C. 20370, for personnel in Northeast, European, Mediterranean, and Middle East areas.
- Commanding Officer, Naval Station (Library — ALSC), San Diego, California 92136, for personnel in Midwest, Southwest, and Pacific Coast areas.
- Commanding Officer, Naval Station (Library — ALSC), Bldg C-9, Norfolk, Va. 23511, for personnel in Southeast and Caribbean areas.
- Commanding Officer, U. S. Naval Station (Library — ALSC), Box 20, FPO, San Francisco, Calif. 96610, for personnel in Central Pacific area.
- Commanding Officer, U. S. Naval Station (Library — ALSC), Box 174, FPO, San Francisco, Calif. 96630, in the Far East and the Marianas.

THE BRONZE STAR

★ **KEIGLEY, Tommy I.,** Hospital Corpsman 1st Class, USN, for heroic achievement on 5 Mar 1966 while serving with a Marine unit in the Republic of Vietnam. During Operation Utah, his company engaged the Viet Cong and sustained numerous casualties during an attack on a stubbornly defended hamlet.

He repeatedly exposed himself to the fire to administer first aid to the casualties. Petty Officer Keigley, with the help of a Marine officer, moved through the enemy fire toward a stricken man lying in the open. With enemy fire striking the ground all around him, he bandaged the man's wounds and, in a crawling position, began to drag the casualty toward a protected position.

Realizing that their progress was slow and was causing agonizing pain to the wounded man, Petty Officer Keigley and the Marine officer fearlessly stood in the midst of the enemy fire and carried their wounded comrade to a safe area. The combat distinguishing device is authorized.

●

★ **KELLY, Vester C.,** Boatswain's Mate 2nd Class, USNR, for heroic service from 17 to 21 Feb 1945 while serving aboard LCI(G) 441, which was participating in preinvasion gunfire support of an underwater demolition unit at Iwo Jima.

Following several direct hits on his ship by enemy shore batteries which caused extensive fires and damage to the ship, Petty Officer (then Coxswain) Kelly, as a member of the Number Two 40-mm gun crew, personally helped to extinguish fires on the bottom deck, thereby contributing materially toward saving his ship. The combat distinguishing device is authorized.

●

★ **KIRTLAND, John C.,** Lieutenant, USN, for heroic service from 20 Jun 1966 to 28 Mar 1967 while serving as a shipboard advisor to the Vietnamese Navy's Landing Ship Support, Light (LSSL 229). He spent 157 days on patrol, helping to conduct 21 naval gunfire support missions, during which he was often subjected to hostile fire. On four occasions, LSSL 229 came to the assistance of friendly outposts and river patrol boats which were under attack by the enemy, dispersing the enemy formations and relieving the friendly forces in each case. The combat distinguishing device is authorized.

●

★ **LAIPPLY, Charles T.,** Lieutenant, USN, for heroic service from 26 September to 28 Oct 1966 while serving with friendly foreign forces in the Republic of Vietnam.

Lieutenant Laipply, as Commander Task Element 116.1.2.1, directed the boats of his river patrol section in 10 separate phases of combat operations designed to exploit the flooded conditions in Kien Phong Province. In conjunction with U. S. Navy and U. S. Army helicopters, and Vietnamese Army and Navy units, he was instrumental in conducting successful reconnaissance and search and destroy missions which turned the natural disaster into an impressive tactical victory.

On two occasions, LT Laipply, despite enemy fire, personally led small forays in small craft beyond the direct employment of his river patrol boats. On another occasion, in the Cai Beo Canal, he and another U. S. Navy officer utilized a captured sampan to search a suspected treeline, and captured an enemy sampan and two weapons. By his initiative and courage under fire, LT Laipply significantly contributed to the success of an operation which inflicted heavy casualties on the enemy. The combat distinguishing device is authorized.

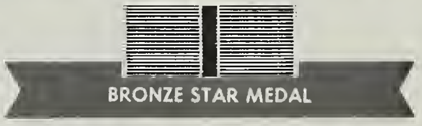
●

■ Gold star in lieu of second award

★ **LAIPPLY, Charles T.,** Lieutenant, USN, for meritorious service from August 1966 to April 1967 while serving as Officer in Charge of River Section 521, in the Republic of Vietnam. During the period 19 to 21 Aug 1966, LT Laipply coordinated and supervised the complete outfitting of 10 river patrol boats in record time.

On the night of 16 Dec 1966, Viet Cong soldiers infiltrated the Ninth Army of the Republic of Vietnam Infantry Division of Sa Dec. During sporadic gunfire throughout the town that was followed by a mortar attack against the U. S. Army Advisor Group Compound, LT Laipply drove a jeep to carry his men the one-half mile distance from their billet area through the enemy-infested town to the PBR pier so that his boats could be maneuvered to repel any possible attack from the Mekong River, and to deprive the enemy of a prime vulnerable target.

During the period of his service in the Republic of Vietnam, LT Laipply personally completed 78 patrols, 11 of which came under direct enemy fire. His unit inflicted heavy casualties on the enemy. The combat distinguishing device is authorized.



"For heroic or meritorious achievement or service during military operations . . ."

●

★ **LONG, Gregory R.,** Hospital Corpsman 2nd Class, USN, for heroic achievement on 26 Mar 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. During Operation Beacon Hill, his platoon was ambushed by an estimated company of North Vietnamese Army soldiers. The initial burst of automatic weapons fire killed one of the two platoon corpsmen and five Marines. and wounded numerous others.

Petty Officer Long rushed from his position of relative safety to the aid of the wounded lying exposed to the enemy fire. He fearlessly moved among the wounded, administering first aid and carrying them to an area of security. Petty Officer Long exhibited tireless dedication and exceptional professional ability as he provided medical attention to the wounded throughout the night. As a result of his courageous actions and determined efforts, numerous lives were saved. The combat distinguishing device is authorized.

●

■ Gold star in lieu of second award

★ **LONG, Gregory R.,** Hospital Corpsman 2nd Class, USN, for heroic achievement on 21 Feb 1967 while serving as a corpsman with a Marine unit in the Republic of Vietnam. While engaged in a search and clear mission in Quang Ngai Province, the rear security guard of his platoon came under heavy sniper fire and was pinned down.

Observing a Marine seriously wounded and unable to move, Petty Officer Long left the safety of his covered position, carried the casualty to a relatively safe area, and proceeded to administer first aid. While treating other casualties as they were brought to him, he also was wounded.

Ignoring his own painful injury, Petty Officer Long dauntlessly continued to administer medical treatment to all the wounded, and then supervised their medical evacuation. His outstanding professional skill and calm and fearless actions under enemy fire were an inspiration to all who observed him. The combat distinguishing device is authorized.

★ **MANNING**, Russell L., Lieutenant, USNR, for meritorious service while serving as Officer in Charge, River Section 511, in the Republic of Vietnam from 1 Apr 1966 to 8 Jan 1967. LT Manning organized, outfitted, trained, and introduced the section into combat operations. It became the first U. S. Navy combat unit to engage the enemy in the Mekong Delta.

Under his supervision, the patrols of his section maintained a constant and unrelenting pressure on the enemy. As a direct result of his efforts, heavy casualties were inflicted on the enemy.

●

★ **MC GEE**, William A., Lieutenant Commander, USN, for meritorious service while serving with friendly foreign forces in the Republic of Vietnam. As Supply Projects Officer for Operation Game Warden (River Patrol Force), LCDR (then Lieutenant) McGee developed and established initial U. S. Navy material-support channels with the U. S. Army in the Second, Third, and Fourth Corps Tactical Zones. His exceptional performance of duty contributed greatly to the successful implementation of the introduction of the river patrol boats into the counterinsurgency effort in Vietnam.

●

★ **MC GLOCHLIN**, David E., Hospital Corpsman 3rd Class, USNR, posthumously, for heroic service on 10 Jan 1968, while serving as a corpsman with a Marine unit in the Republic of Vietnam.

While deployed in a defensive perimeter at Nui Tac Huong, his platoon came under heavy attack from a large enemy force utilizing rockets, grenades, mortar and small-arms fire. Petty Officer McGlochlin fearlessly exposed himself to the heavy enemy fire to assist his companions in their defense of the perimeter, refusing medical aid although he had been twice wounded by grenade fragments.

During the ensuing firefight, he was mortally wounded by an enemy grenade. By his courage and devotion to duty, Petty Officer McGlochlin served to inspire all who observed him. The combat distinguishing device is authorized.

●

★ **MISCLEVITZ**, Dale L., Lieutenant, USN, for meritorious service from 14 Jun 1965 to 8 May 1966 while serving as advisor to Vietnamese Navy Coastal Group 36, in the Republic of Vietnam. LT Misclevitz accompanied his Vietnamese counterpart on patrols to counter enemy infiltration by sea along the coasts and rivers of the Mekong Delta.

In addition to his personal courage, initiative, and professional competence, LT Misclevitz displayed the necessary qualities of tact and diplomacy to establish and maintain an exemplary advisory relationship with his Vietnamese counterpart, resulting in significant improvements in the efficiency of Coastal Group 36. The combat distinguishing device is authorized.

●

★ **MOORE**, Maxie L., Jr., Hospital Corpsman 3rd Class, USN, for heroic achievement on 21 Mar 1966 while serving with a Marine helicopter squadron in the Republic of Vietnam.

During Operation Texas, Petty Officer Moore participated in four evacuation flights which transported seven loads of casualties. Undaunted by enemy sniper fire, he disregarded his own safety to leave the aircraft and direct and assist in embarking the wounded. In addition to treating competently the casualties en route to the hospital, he exhibited uncommon presence of mind in ensuring that adequate medical supplies would be available when the aircraft landed.

On the last pickup of the day, as the helicopter was departing the landing zone amid a hail of automatic weapons fire, an enemy round hit Petty Officer Moore in the foot, while another round seriously wounded the gunner. Ignoring his own suffering, Petty Officer Moore quickly administered first aid to his stricken comrade. The combat distinguishing device is authorized.

●

★ **PETERSEN**, Edwin B., Hospital Corpsman 2nd Class, USN, for heroic achievement on 17 Dec 1966 while serving with a Marine unit in the Republic of Vietnam.

When his platoon came under intense enemy small-arms and automatic-weapons fire from a well entrenched enemy force, and sustained several casualties, Petty Officer Petersen, with complete disregard for his own safety, unhesitatingly moved through a heavy volume of enemy fire to administer medical aid to the wounded.

On three separate occasions, he displayed exceptional professional skill and composure in providing first aid to casualties, although exposed to enemy fire. Continuing to disregard the rounds impacting near him, Petty Officer Petersen then assisted the wounded to protected areas for medical evacuation. The combat distinguishing device is authorized.

●

★ **REINKE**, Ronald R., Hospitalman, USN, posthumously, for meritorious achievement on 6 Sep 1967, while serving as corpsman with a Marine unit in the Republic of Vietnam.

While participating in Operation Swift, Hospitalman Reinke's company came under intense small-arms and automatic-weapons fire south of Da Nang. When he heard a call for a corpsman, he left his position of relative safety and ran 30 meters across an open area to aid a Marine. Placing himself between the wounded man and the enemy fire, he skillfully administered first aid to the casualty, and then commenced treating all of the casualties he could locate in the immediate vicinity.

Maneuvering across the fire-swept terrain to his platoon's position, he organized several Marines into an evacuation team and led them through the enemy fire to the injured men. While moving from one casualty to another, checking their conditions and offering words of encouragement, Hospitalman Reinke was mortally wounded by a burst of enemy automatic-weapons fire. The combat distinguishing device is authorized.

●

★ **SEARFUS**, William H., Commander, USN, posthumously, for meritorious service from 19 Jul 1966 to 25 Nov 1967 as Executive Officer and later Commanding Officer of Attack Squadron 155, embarked in USS Constellation (CVA 64) and Coral Sea (CVA 43). Through his leadership and concern for his officers and men, he developed outstanding rapport and combat efficiency.

Assuming command of the squadron on 16 Jun 1967, he inspired his pilots to achieve a maximum state of readiness. During his second Vietnam combat tour, he distinguished himself in aerial battle in the face of a determined and resolute enemy by participating in all major strikes flown by Air Wing 15 from August to November 1967.

His knowledge of the enemy's order of battle made his opinions and recommendations highly valued by the weapons planning board and other air wing strike leaders during all strike planning evolutions. The combat distinguishing device is authorized.

Letters to the Editor

TAD Watchstanding

SIR: I was always told that when a man is logged out from his command on TAD orders, he immediately comes under the jurisdiction of the command to which he reports for TAD. I can't see how a ship can write up a watch list and state that personnel going on TAD in the immediate area will return to their ship or station on their regular duty days and stand watches. As far as I can see the man isn't even attached to the ship and legally can't even stand a watch on it.

When a man's ship is 20 miles distant from the school at which he is TAD, it creates quite a problem. Also, if the man has to stay up all night on watch, how can he learn anything at the school the next day? What's the story?—C. J. S., POC, USN.

• *The story, according to "BuPers Manual," is that personnel on TAD remain attached to the station from which they proceed, as well as being subject to the commanding officer of the station to which they report for TAD.*

This simply means it's up to your permanent commanding officer whether or not you must return to stand duty. If this requirement would create an undue hardship, of course you should request, through the chain of command, to be exempt from the watchstanding requirement.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

DADDY'S HOME—LCDR Dave Hafford is greeted by his son Bruce as Navy Patrol Squadron 22 returns to NAS Barbers Point following deployment.

Test Score Value

SIR: I say: The man with the highest test score will make rate regardless of what his multiple is.

Friends say: An individual's multiple is figured with his test score in determining advancement.

What does ALL HANDS say?—C. W. K., SK1.

• *We say, using paragraph 106 of the "Manual of Advancement" (NavPers 15989) as our source, that all individuals who pass their Navy-wide examinations are arranged in order of their final multiple, from the highest to the lowest, to determine who is advanced.*

Final multiple, as you know, is determined by the sum of the following factors:

Factor	Maximum Credit
Examination Score	80
Performance Factor	50
Total Active Service	20
Service in Pay Grade	20
Awards	15
Total	185

As you can see, the score made on an exam is important, and it could make the difference as to where an individual might be placed on the advancement list. But it is not the sole determining factor.

The basic thing to remember is that the individual who passes the Navy-wide examination and whose final multiple is the highest will be the individual advanced first.—ED.

Sold on the Navy

SIR: Mr. and Mrs. John A. Proctor of Phillips, Neb., make no claim to any record, but say they are proud of the 60-plus years of service their five sons have spent in Navy blue.

First of the Proctor Brothers, Chief Personnelman David Proctor, transferred to the Fleet Reserve in 1966 after completing 20 years. He, by the way, is married to a former Wave yeoman 3rd class.

Second in line for seniority (as far

as time in service is concerned) is Equipment Operator 1st Class Robert Proctor. An 18-year veteran, he was stationed at Naha, Okinawa, in January, but has spent two tours with Seabee battalions in Vietnam.

Brothers Dean and Carlos — YNSN and BMSN, respectively — are likely the only Proctors not to retire from the Navy. Each spent four years in uniform.

As for myself, I've spent almost 14 years, one tour of which was on board USS *Annapolis* (AGMR 1) in Vietnam. I am now stationed at the Naval Reserve Training Facility in Enid, Okla.

Nothing significant. We're just proud to be a Navy family—Bruce F. Proctor, RM1, USN.

• *Our congratulations to your parents, brothers and yourself. Sixty years' naval service is indeed significant, considering the U. S. Navy is not yet 200 years old. We appreciate your taking time to write. It's always a pleasure to hear from members of the Navy Family.*—ED.

Allowances on Separation

SIR: A chief petty officer is transferring to the Fleet Reserve. His request for separation at NAS Atlanta, Ga. (he had selected Atlanta as his home) is approved.

The commercial ship which moves the chief and his dependents from his last duty station in the Canal Zone disembarks its passengers at New Orleans, La.

Is the chief entitled to a family travel allowance for the mileage from New Orleans to Atlanta?

Would he be entitled to a per diem allowance while awaiting separation at NAS Atlanta?—W. R. K., YN2, USN.

• *Yes, in answer to your first question, and no, in answer to your second.*

"Joint Travel Regulations" and "Navy Travel Instructions" say, in effect, that allowances for travel within the continental United States may be paid in such a circumstance, because a move from the last duty station to the home of selection is considered a permanent change of station.

However, the chief and his dependents must first complete the travel, and the chief's orders must be appropriately endorsed, before the travel allowance is paid.

He may not receive a per diem allowance while in the separation process, because his travel status ends when he arrives in Atlanta.

Paragraphs M 4158-1, M 7010-1 and M 3003 of "Joint Travel Regulations" and paragraph 4000-2b of "Navy Travel Instructions," are the ones to read for guidance.—ED.

TOUR ENDED—USS *Eldorado* (LCC 11) steams through Pacific following her tour as flagship for Commander Amphibious Force, U. S. 7th Fleet.

There Are 77, Not 76, Courses

SIR: I feel more secure now that I know the Navy has such a wide range of courses in damage control and firefighting (ALL HANDS, December 1968). I counted 76, including the two Damage Controlman training manuals. However, I should have counted 77.

You did not list the Submarine Damage Control School, Ford Island, Hawaii, where each month we train 64 officers and enlisted men in the use of DC equipment aboard Pacific Fleet submarines, including SSNs (nuclear attack) and SSBNs (fleet ballistic missile). Training for one man takes eight days.

Among other aids, we have what we call a "get wet" trainer, which we built ourselves and with which we can simulate the stressing conditions that might be found in a flooding submarine.

We tape the drills on closed circuit television, and then use instant replay so the students can watch themselves — and their mistakes.

We also hold class in the oxygen breathing apparatus and, we feel, offer the most thorough OBA training in the Navy.

I cannot comprehend how you missed listing our school in the roundup of DC training. There's no doubt here that our school offers the finest such training available — anywhere. Perhaps the accompanying photos will help open your eyes.—W. S. B., MMC(SS), USN.

• *The DC course roundup to which you refer was based on information available at that time. Complete coverage was the aim, but as we noted at the time, some courses may have been changed, omitted or added by publication time.*

We also considered the possibility that some course, somewhere, might have been overlooked. Thanks for passing the word. Keep up the good work.—ED.

Eligibility for Air Medal

SIR: I am neither aviator nor air crewman, but my duties involve considerable air travel as a passenger in the Vietnam combat zone.

Could I, in this capacity, become eligible for the Air Medal?—A. R. C., LCDR, USN.

• *Not unless you distinguish yourself by heroic or meritorious achievement while participating in a flight, which generally is what the Air Medal is all about.*

Members of a flight crew may be

awarded the Air Medal after 10 combat strikes or 20 combat flights (the distinction between strike and flight is a matter of engagement with the enemy), but this provision does not apply to air passengers.

For details and definitions, check the "Awards Manual" Annex III and article 221.9. For your information, the "Awards Manual" has been revised and distribution is expected to be completed by this time.—ED.

Requirement for Advancement

SIR: I'm not a career man. Right now, I'm a petty officer 2nd class, and, since I do not intend to reenlist or extend, I cannot be advanced to petty officer 1st class. The requirement for one year of obligated service lets me out.

Thus, I have had no reason to show initiative in my rate for the past two years, since I could not look forward to being advanced. It seems to me the Navy loses by having this one-year requirement.—D. B., AG2, USN.

- *It would lose more if there were no such requirement.*

First of all, there are only so many advancements available in a given rate. In the past, before the obligated service requirements were established, many Navymen were advanced, then shortly thereafter accepted discharge. Obviously, the newly advanced petty officer had no opportunity to perform in the higher rate. It was, in effect, a wasted advancement.

The Navy has no way of knowing a man's intentions regarding reenlistment. The obligated service requirement ensures that the Navy will have use of the new petty officer's services for at least a year (two years, in the case of a chief petty officer).

Let's take two petty officers who are just about equal with respect to job performance, leadership ability, and age. The first likes the Navy, intends to make it his career. The second is looking forward to using his talents in a civilian job.

They both go up for first class. The short-timer scores a few points more on the test, and is slated for advancement. The career man just misses the cutoff score, and is quotaed.

Now, if there were no obligated service requirement, the short-timer would be advanced, then two months later kiss the Navy goodbye.

As you can see, the Navy loses all around. It only has the new first class for two months. It loses the benefit of the performance of the career man in his higher grade. Maybe the career man gets discouraged, and decides to call it quits.

The requirement for obligated service was designed to counter this. Further, for each short-timer who will not extend to accept the higher grade, a career man may be advanced.

The obligated service requirement doesn't entirely preclude advancement. You can accept advancement in a Reserve unit, based on the test you took while on active duty.—ED.

Pro Pay After a Trip to Outside

SIR: I made ETR3 during a minority enlistment which included 23 weeks of ET "A" school and two years' service in the Fleet. When my enlistment expired, I decided to try it on the outside, but changed my mind in less than 90 days.

I was permitted to reenlist in my old grade. I asked for and received orders back to ET school for the A-2 and A-3 courses.

The recruiter who shipped me over told me that by reenlisting for a career designation, I would begin to draw proficiency pay as soon as I arrived at school.

However, now that I'm here, I'm told I am not eligible for pro pay.

Why? Because I got out?

SIDE BY SIDE—USS *Ponchatoula* (AO 148) passes fueling lines to USS *Hancock* during operations on their last deployment with the 7th Fleet.

I thought that reenlisting within 90 days of discharge would assure me of continued benefits. I wasn't eligible for pro pay before, but now that I have career designation, I think I should receive the extra money.

What do you think?—J. G. H., ETR3, USN.

• *On the basis of the facts as presented by you, we're inclined to agree with you, provided you really are eligible for pro pay, which you can determine by checking BuPers Inst. 1430.12 series.*

Career designation is just one prerequisite. This means you have served or are obligated to serve seven or more years' active duty.

Also, you must be a petty officer who is qualified for and assigned to a designated pro pay/NEC code specialty. You do not have an NEC code which qualifies you for pro pay, but your rating — ET — is good for P-2 $75.

You need not be in a billet for your pay grade, but you must be serving in a billet identified by the rating or NEC for which the pro pay is authorized. Further, the specialty billet must be reflected on the command's manpower authorization.

However, there are exceptions to this requirement, one of which, perhaps, your command has overlooked.

If you are attending a school course of more than 90 days which is directly related to your specialty, or is necessary to qualify you for assignment in that specialty, you should be awarded pro pay if you are otherwise eligible.

And, you should not be penalized for your visit to the outside. Service requirements say you must have completed at least 21 months' active service, other than active duty for training.

Also, you must have at least six months of continuous active service immediately before the pro pay is awarded. However, you do not lose your eligibility if you reenlist within 90 days of discharge.

Based on these general requirements, it sounds as though you might indeed be eligible for pro pay. However, to make sure, take a hard look at BuPers Inst. 1430.12I, which has full details on eligibility and lists all the pro pay categories, ratings and NEC skills. (A roundup of this directive appeared in ALL HANDS, *April 1969.)*

A formation of F-4 Phantom II aircraft from USS America (CVA 66) flies over antisubmarine warfare operations in the Atlantic.

If you are eligible, it is suggested you submit a request for pro pay to your commanding officer. In your case, this means the payments will start when and if your CO gives his approval. However, should you feel that you are eligible for back pro pay, it is suggested you submit a request for pro pay to the Chief of Naval Personnel, via your commanding officer, for a determination.

It could be that your predicament is a result of administrative oversight. Specialty pay is awarded as reenlistment incentive for men in undermanned ratings and NEC skills. Obviously, you have an undermanned rating and you did reenlist. Congratulations.

If good wishes are worth anything, you have ours.—ED.

Warrant Officers and LDOs

SIR: A recent change to BuPers Inst 1120.18N authorizes USNR and TAR personnel to apply for the Warrant Officer Program if they are qualified to do so.

I would like to know whether or not promotion chances for Regular Navymen and Reservists will be equal or if preference will be given to either group.

I would also like to know if the Navy contemplates reopening the Limited Duty Officer Program to qualified Naval Reservists.—J. L. S., PNC, USNR (TAR).

• *Regular Navymen, Reservists and TARs will compete on an even footing for appointments under the Warrant Officer Program.*

The program is administered under the provisions of BuPers Inst 1120.18 series, and all successful Warrant Officer candidates will be ordered to general assignments in ships and at activities where their warrant specialty will be employed.

With regard to your LDO question, at present the Navy is not expanding the Limited Duty Officer Program to include Reservists.—ED.

Advancement for WO

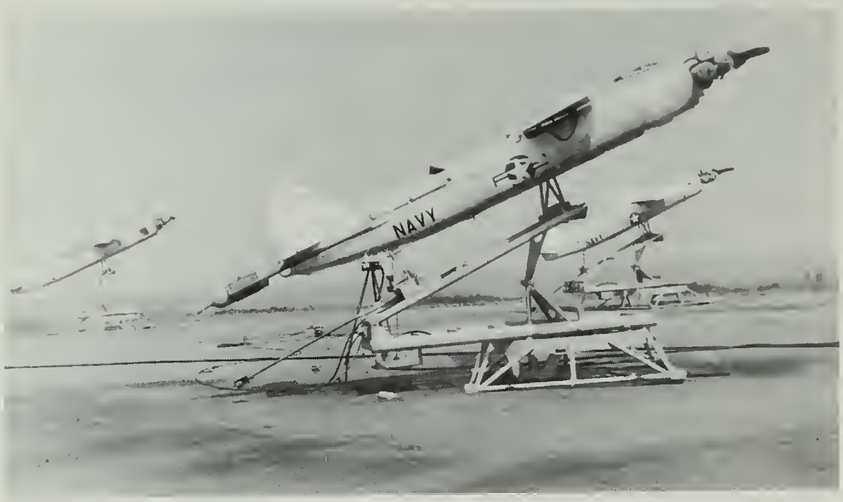
SIR: In the September issue of ALL HANDS Magazine, you stated that the E-7 test (one of the requirements for warrant officer) will qualify me for field advancement to E-7, if the examination is within a three-year period and I am qualified in all areas.

Our personnel office wrote to the Bureau of Naval Personnel and they said it did not. Who is right, you or the Bureau?—R. L. C., EO1.

• *You omitted a very important phrase which we will quote from the September 1968 issue of* ALL HANDS, *"Provided you passed the E-7 exam within three years of your recommendation for field advancement."*

We discovered that you took and failed the August 1968 examination for E-7 and suspect the Bureau's correspondence simply reported you ineligible.

All is not lost, however. If you took and passed the February 1969 exam, you will find the story is different. If you again failed the exam, you are still at the starting gate.—ED.



TARGETS—Target drones are prepared for launching at Dam Neck center.

The Career of Bowditch

Sir: During World War II, more specifically from 1942 to 1945, I served on board the survey ship USS *Bowditch* (AG 30). I'm curious as to whatever became of her. Would you trace down her history and enlighten me? Thanks.—W. R. Watkins, Greensboro, N. C.

• *Our thanks to you for your suggestion.*

Typical of the Navy survey ship, Bowditch *had a well traveled career which began in Denmark in 1929 as the passenger ship* Santa Inez.

Purchased by the U. S. Navy eleven years later, she was renamed after Nathaniel Bowditch, the noted 19th century astronomer and navigator, and placed into commission on 1 Jul 1940.

In the months preceding World War II, Bowditch *made geodetic surveys in Little Placentia Bay, Newfoundland; Bermuda; the Bahamas; Jamaica; Cuba; and Haiti. In January 1942, she steamed from her home port, Norfolk, to make surveys of waters between Panama and Colombia, near the Galapagos Islands, and off Cocos Islands, Costa Rica.*

A year later, after a brief repair period, Bowditch *returned south to further survey areas in the Caribbean, along Panama, Colombia, and the Ecuador coast.*

She was assigned to the Pacific Fleet Service Force on 6 Jan 1944 in her initial warship capacity and served as a survey ship during the invasion of Kwajalein and Majuro Atolls from 4 February to 2 Apr 1944. Then she assisted in the occupation of Saipan from 22 July to 4 October that same year before participating in the capture of Okinawa from 18 April to 2 Sep 1945. During this siege she rescued survivors of battle-damaged USS Montgomery *(DM 17) and patrol craft PC 1603.*

Bowditch *remained in Okinawan waters until early November 1945 when she returned to the U. S. and San Francisco, decked out with three battle stars earned for her WW II service. But, within three months, she was again steaming toward the mid-Pacific to begin preliminary surveys around the Bikini Atoll in preparation for Operation Crossroads, the postwar atomic bomb tests.*

After the tests, she continued surveying Bikini until October when she returned to the Golden Gate city. Bowditch *left California for Norfolk the next month and was decommissioned there on 31 Jan 1947, and disposed of on 9 Jun 1948.*—Ed.

Retirement Credits for Officers

Sir: Can a line officer use constructive time, which he acquired while serving in an enlisted status, for retirement purposes?

If I am not mistaken, this privilege is accorded only to Medical and Dental Corps officers.—M. R. V., LCDR

• *Officers cannot be credited with constructive enlisted service toward retirement. This applies to all officers, including those in the Medical and Dental Corps.*

You may have been thinking of constructive service credit for basic pay and retirement multiplier, which medical and dental officers may gain from professional schooling.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

• USS *Philadelphia* (CL 41)—The sixth reunion will be held at the Statler-Hilton Inn in Annapolis, Md. 24, 25, 26 July. Contact Charles Beugless, 637 Arbor Road, Cheltenham, Pa. 19012 for details.

• *55th Seabees*—The 24th reunion will be held 27, 28, 29 June at the Santa Barbara Miramar Hotel, Montecito, Calif. Write to Elwood Dotson, 577 S. Sadler St., Los Angeles, Calif. 90022.

• *16th Seabees*—Will hold their reunion 7, 8, 9, 10 August at the Sheraton-Tenney Inn, New York City. For information, contact Dave Ryan, 76 Jester Lane, Levittown, N. Y. 11756.

• *Seabee Veterans of America*—Will meet at the Portland, Ore., Sheraton Hotel 7, 8, 9, 10 August. Contact Robert J. White, 574 NE 18th Ave., Hillsboro, Ore. 97123.

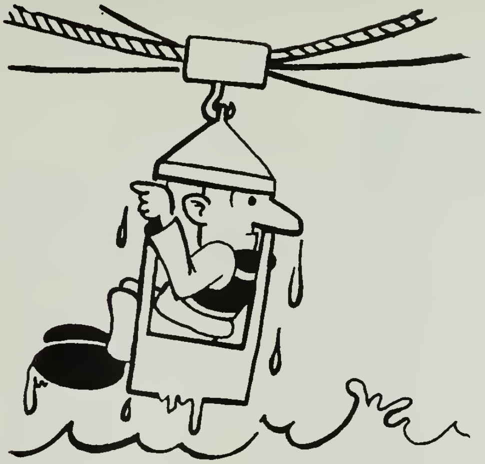
• *American Battleship Association*—Will hold their 6th reunion at the Sherwood Hotel in Seattle, Wash., on 14 to 17 August. Write to P. O. Box 11247, San Diego, Calif. 92111.

• USS *Phelps* (DD 360) — A reunion is being planned to be held in Houston, Tex., some time in 1969. Former crewmembers are asked to contact Harold Placette, 3336 Roanoke, Port Arthur, Tex. 77640.

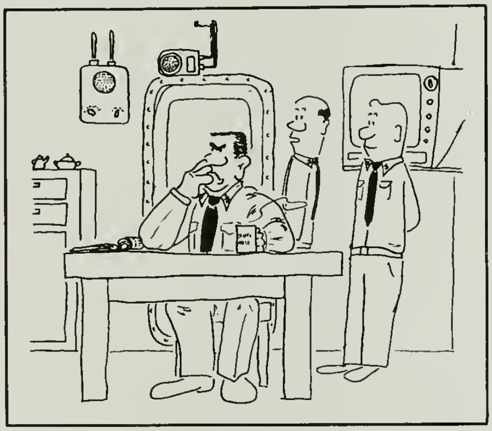
• USS *Willard Keith* (DD 775) — Former crewmembers are invited to join in anniversary celebration 29 August. Contact Public Affairs Officer, USS *Willard Keith* (DD 775), FPO, New York, N. Y. 09501.

• *ATA 176*—Former crewmembers who served aboard this ship during 1943 to 1946 are asked to contact Bernard Myers, 10 Elizabeth Lane, Levittown, Pa. 19057, to form plans for a reunion.

page 63

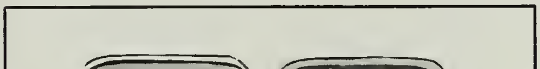


LTJG P. McVay, USNR



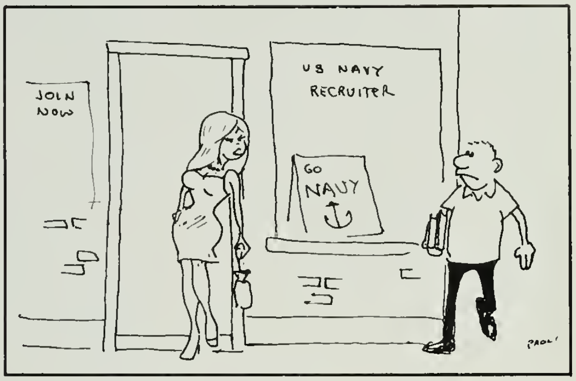
"Poor Boats . . . he just found out that the Navy is buying a five-year guaranteed, weather-resistant, scratch-resistant, non-rusting, one-coat, haze gray paint."

LCDR Melville C. Murray, USN



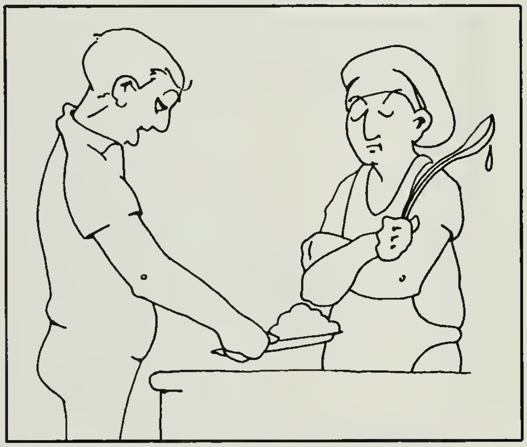
"Do you think this could be settled more amicably, sir?"

IC1 J. H. Paoli , USN


JOIN
NOW
US NAVY
RECRUITER
GO
NAVY
PAOLI

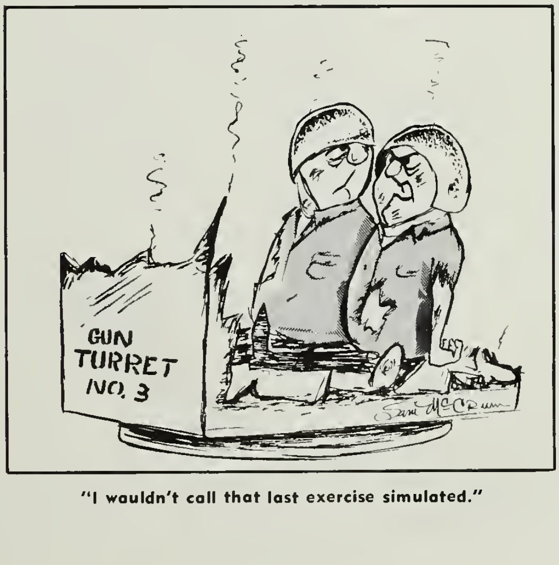
"PSSSST!"

EM2 James A. Gray, USN



"Animal, Mineral or Vegetable?"

JOC Sam E. McCrum, USN


GUN
TURRET
NO. 3
Sam McCrum

"I wouldn't call that last exercise simulated."

TAFFRAIL TALK

THE LIST OF FIRSTS, only, mosts, and bests racked up by the nuclear carrier USS *Enterprise* (CVAN 65) is impressive, at least. Since she is the only nuclear carrier, and the biggest warship afloat, such claims are commonplace. And her crew likes it that way.

So they were a little miffed when they heard about the crew of the carrier USS *Ranger* (CVA 61) and their super-fast automatic doughnut machine. This machine, according to *Enterprise's* espionage network, allowed *Ranger's* crew to dunk doughnuts at a fantastic rate.

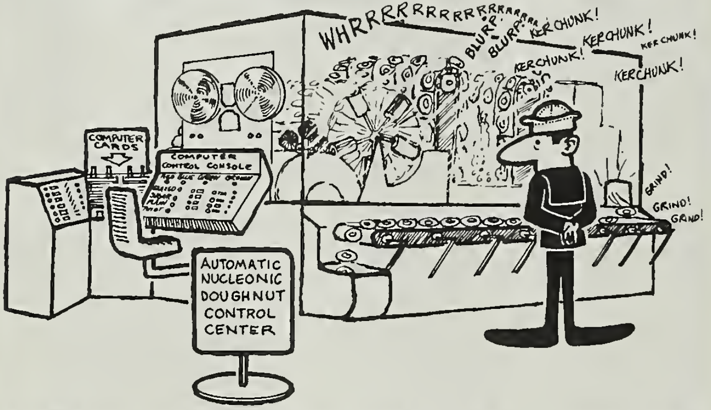
"In the first eight months we had our machine, our dunkers consumed a million doughnuts," the *Rangermen* had been overheard boasting.

Enterprise doughnuts, in contrast, were all made by hand. They were tasty, no doubt, but her crewmen realized that this was primitive, uneconomical, and definitely left her way behind in the cruller-consumption derby.

So they went out and bought their own super-fast automatic doughnut machine. Nuclear-powered, of course.

Now the nuclear carrier's chefs are producing 20,000 doughnuts a day. They're served at every meal. They're available 24 hours a day. The crewmen are doughnut-happy. Downright doughnutty. And they're keeping their eyes on that million mark every soggy step of the way.

We wish them luck in their quest for the (burp) cruller cup.


WHRRRRRRRRRRRRRRRRRRRR
BLURP!
BLURP!
KERCHUNK!
KERCHUNK!
KERCHUNK!
KERCHUNK!
KERCHUNK!
COMPUTER CARDS
COMPUTER CONTROL CONSOLE
GRIND!
GRIND!
GRIND!
AUTOMATIC NUCLEONIC DOUGHNUT CONTROL CENTER

ORDERING A GUN CREW to man its stations isn't unusual aboard most U. S. Navy ships—but in a tug?

The command was heard in the Navy tug USS *Kiowa* (ATF 72) and the crew responded.

Kiowa was ending a long day which she began by towing a World War II destroyer hull to a target area and was standing by with USS *Willard Keith* (DD 775) to watch Navy planes bomb and sink the old warrior.

Practice continued throughout the day and, at dusk, when the planes' bombs were to send the target ship to her final reward, she refused to go.

Just before dark, *Kiowa* and *Keith* closed range to 2000 yards and opened up—the destroyer with her 5-inch guns and the tug with a lone 3-incher, reports Philip J. Fraga.

For the already settling hulk, that was the coup de grace. She sank a little more rapidly into the sunset.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's great future depends. The United States Navy exists to make it so.

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article.

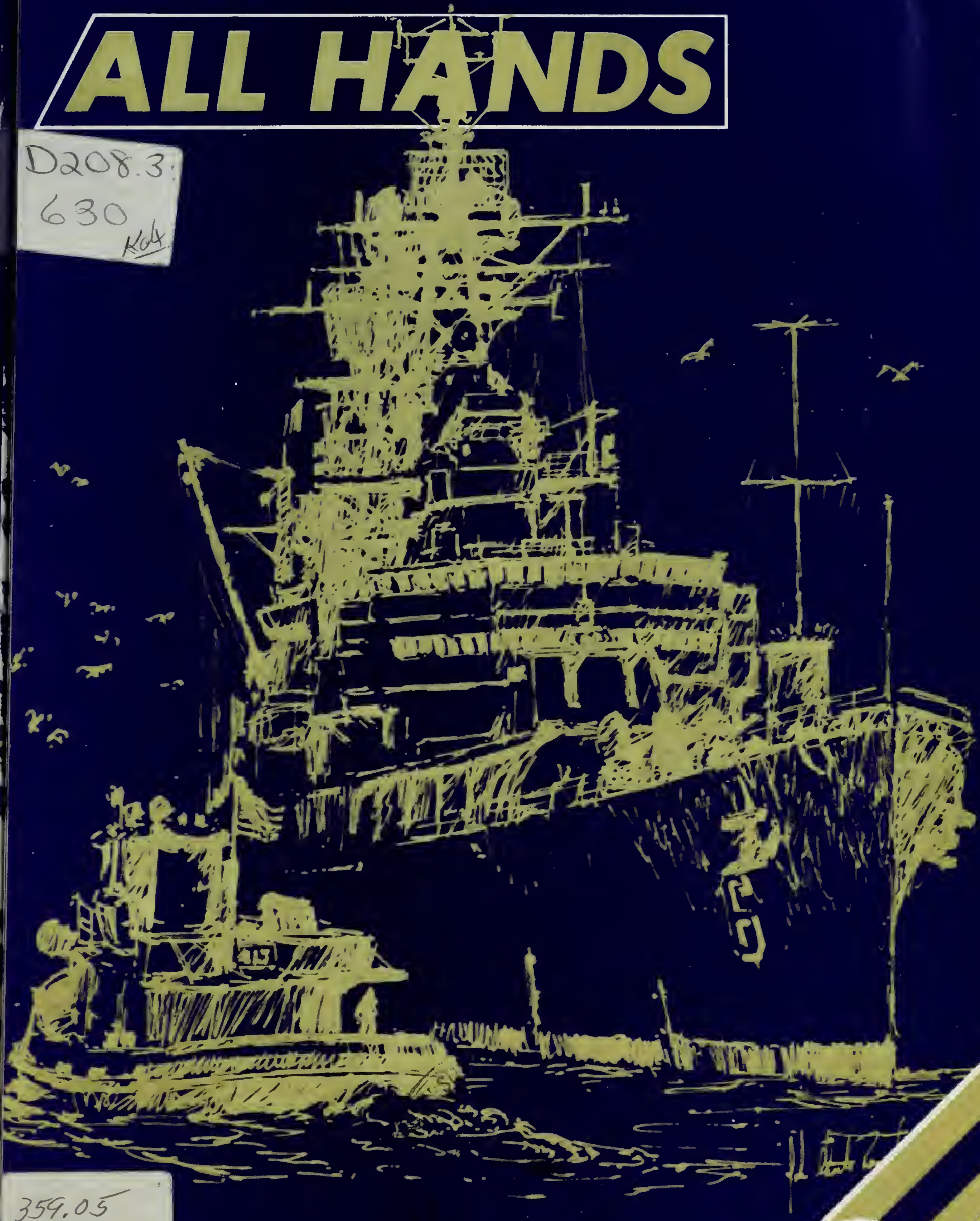
Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: ON THE NOSE—A plane captain in an F-8 Crusader keeps cockpit of his aircraft in a ready to fly condition, as a flight deck controlman waits for a plane tractor.

LATEST STYLES
FOLLOW THE
NAVY MAN
With HIS BELL-
BOTTOM
TROUSERS
AND DOUBLE-
BREASTED COAT
BE WITH WHAT'S
IN
GO NAVY

ALL HANDS

D208.3:
630
Kol4



359.05
A416

JULY 1969

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

Kol.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1969 Nav-Pers-O NUMBER 630

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Putting Their Skills on Paper: Writers Of Navy's Blue Books 2
Firefighters in Training Ashore & Afloat 6
Navy Relief Society: Always Ready 8
Seven Thousand Volunteers in the NRS 13
Shaggy Dogs and Other Tales 14
Navy's K-9 Corps 19
Sound-Powered Phones: The Vital Link 20
PBRs Make Their Mark 24

Departments

Today's Navy 28
Letters to the Editor 58
Navy Humor 63

Bulletin Board

Several Doors Open to Commissions 36
Deadline on Disability Insurance 38
Armed Forces Expeditionary Medal 39
Here's Your 1969 Pay Raise 41
Helpful Hints from Bureau of Customs 42
Billets Open for Vietnam Volunteers 43
Your State, Your Car, and You: Rules of the Road 44

Special Report

Table of State Car Laws for Servicemen 50

Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• **FRONT COVER: Pen-and-ink drawing by John C. Roach shows USS Providence (CLG 6) putting out to sea.**

• **AT LEFT: DAWN PATROL — Enlisted technicians of Naval Training Squadron VA 122 at NAS Lemoore, Calif., start the day off early as they make adjustments to tail assembly of a jet prior to the day's flight operations.**

putting their skills on paper

CHIEF PETTY OFFICERS are occasionally called upon to prepare written reports on various technical subjects. Few, however, aspire to become professional writers. To be a professional writer, they claim, you must possess a special talent, an inborn literary quality.

The Navy doesn't agree, altogether.

True, talent helps. But, the Navy is of the opinion that almost any CPO who doesn't sit around the mess and become professionally stagnant, and who has the proper motivation and training, may become a writer. Not a Hemingway, perhaps, but a writer, nonetheless, with a background of on-the-job experience.

That's the key word: experience.

TRAINING
PUBLICATIONS
DIVISION
AUDITORIUM

Photos clockwise from top left: (1) Training Publications Division is located at Washington, D.C. Navy Yard. (2) Albert Shively, Director, Electrical/Electronics Div., and GMCM Peter DeHart review source material. (3) Illustration of sonar equipment being planned by STCM Chester Poliskey and staff graphics illustrator, Mrs. Millie D. Leithmann. (4) SKC James Allen and SKCS Columbus Thomas, right, discuss format of rate training manual, and then confer (5) with education specialist John Fedorko.

When the Navy seeks a man to fill a writing billet it looks for an individual who has been around the Fleet, who knows his rating well, and who's familiar with the Navy in general. More specifically, it wants a man who recognizes the professional needs of the Navyman and is willing to attempt to meet those needs through the written word.

Such men, when found, are usually assigned to the little publicized Training Publications Division located at the Navy Yard, Washington, D. C. Here are published the Navy's rate training manuals (surface and subsurface), widely referred to as the "Blue Books," used by Navymen to learn a rating and to prepare themselves for advancement in rate.

The Division's military personnel roster, headed by a Navy captain and 13 officers, lists 11 E-9s, 15 E-8s, 27 E-7s and three 1st class petty officers. Together with 120 civilian education specialists, artists and graphic technicians, these Navymen assist in the writing, illustrating, editing and preparing for print Navy-oriented textbooks, correspondence courses and school curricula.

Of the civilians working at TPD, a great many are former servicemen, some of whom are retired Navy chiefs, all of whom provide a wealth of experience.

The chief is generally assigned to TPD with the title of Technical Advisor/Writer and is placed in one of three major production departments: Training Publications, Correspondence Courses, or Curriculum.

Newcomers are given plenty of free rein their first three months with the Division to become familiar with its layout and various functions. There are a few veterans sitting behind a desk for a second, or even third tour.

Among them are Master Chief Gunner's Mate Peter DeHart (who, by the way, was a nominee for the Master Chief Petty Officer of the Navy post — see All Hands, April 1967), and Master Chief Sonar Technician Chester A. Poliskey. They were first assigned to the Division when it was referred to as the Training Publications Center, more years ago than either cares to remember. The point is, these men returned to TPD voluntarily for additional tours, not because they found the job a snap, rather because it "never lacks for a challenge," as DeHart puts it.

Poliskey agrees. And so does Chief Storekeeper James P. Allen even though when he received his orders to TPD, he had no idea *what* it was, let alone *where* it was. This is his first TPD tour.

Except for the training they received during four weeks of instructor and leadership schooling, a course which each chief must complete before qualifying for a TPD billet, these men had no formal training in the writing field. They rely mostly on experience.

This especially applies to Chief DeHart who has almost 30 years' service from which he draws knowledge to write material in the Curriculum Department's Ordnance Division.

Chief Poliskey relies often on his 24 years' naval experience when preparing copy for a Blue Book he's writing in the Training Publications Department.

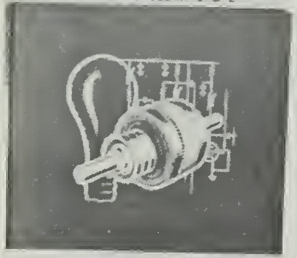
On the other hand, Chief Allen, who writes training "items" (an item includes two parts, known in Navy training lingo as the "stem" and "response") in the Correspondence Course Department, might be looked upon as the youngster of the trio. He has 16 years in the Navy. Most of the chiefs at TPD have served 16 years. A few have less than 10 years' service.

Writers in all three departments become experts in research. In the Curriculum Department, for example, writers in four divisions — Weapons, Electronics, Engineering and Naval Reserve — keep one-third of about 250 courses or course materials up to date. These courses are used in 45 schools and Naval Reserve Training Centers across the nation. In certain cases, overseas.

At his desk in the Weapons Division, Chief DeHart recently applied his experience in naval weaponry to prepare a curriculum for a gunnery school course dealing with a modification to gun mount operation. He had to rewrite the manufacturer's guidebook, written on an engineer's level, into a language easy for the GMSN to understand.

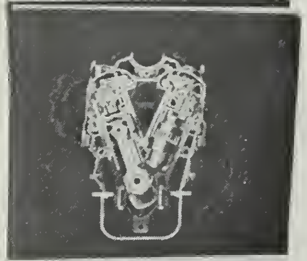
One of his latest undertakings is preparing the curriculum for the Class B Gunner's Mate School, Great Lakes. After studying the outline prepared by the school on subjects to be taught, Chief DeHart and his civilian writer counterpart began their research for all

DISBURSING CLERK 3 & 2

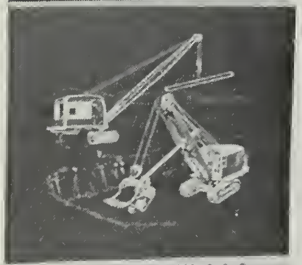


ELECTRICIAN'S MATE 1 & C

ELECTRONICS TECHNICIAN 3 & 2

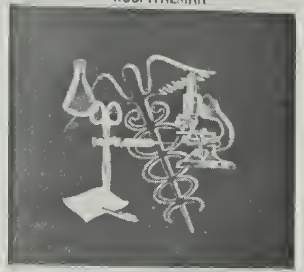


ENGINEMAN 1 & C



EQUIPMENT OPERATOR 3 & 2

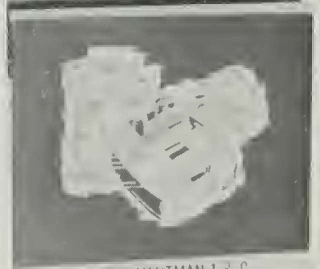
HOSPITALMAN



HOSPITAL CORPSMAN 1 & C

I. C. ELECTRICIAN 1 & C

IC ELECTRICIAN 3 & 2



INSTRUMENTMAN 1 & C

the necessary material. For each course of instruction, they prepare an instructor's outline together with guidelines for both instructor and trainee telling how the course will be conducted. To a substantial extent, the schools' curricula mentioned here are written by the TPD writers. Often the schools concerned provide rough drafts.

TAKE out the old stuff and put in the new just about sums up the function of the Training Publications Department, locally (and fondly) referred to as the "Blue Book Factory."

Here, military and civilian writers work hand-in-hand to keep about 175 manuals in line with the technological advances of the Navy.

The basic publications are the Navy Rate Training Manuals (Blue Books) used by Navymen for advancement in rate. The updating and rewriting of these courses usually occurs every three to four years, depending on the extent and scope of changes to the *Qualifications Manual* (NavPers 18068B). About one-third of the manuals are at some stage of revision or production at any time.

BY THE TIME Chief Poliskey finishes his current tour with TPD, the Sonarman 3 & 2 manual he helped write will be ready for further revision. He is presently revising the ST 1 & C book.

Before the ST 3 & 2 manual was even on the drawing board, letters were sent to various field activities, including the sonar schools in San Diego and Key West, and the Naval Examining Center, asking that ideas or comments about the proposed revision be submitted. This is a standard procedure practiced by TPD whenever preparing to rewrite standard manuals.

When the comments and recommendations were received, a planning conference was held and the outline gone over to determine exactly what material was to be rewritten. Reference material on nearly every sonar subject was available to Chief Poliskey in the TPD Library. When a fact needed further research outside TPD he either visited the source in person or simply picked up the phone, perhaps a writer's most valuable asset, after his pencil, of course.

As each chapter was developed it was reviewed by a senior technical advisor, then by a civilian editor who checked it for style and accuracy. Corrections were then gone over together by the editor and chief to insure no facts were distorted.

FROM THIS POINT, the chapter was reviewed by the division officer concerned — in this case, the Operations Division — and once more by the senior technical advisor, always with the idea that accuracy of fact is of the utmost importance. Anyone else within TPD who might have had knowledge of or interest in the sonar revision then reviewed the material before it was sent for clearance to outside sources, such as the ST schools and certain other government offices and agencies.

When the material was returned to TPD, Chief Poliskey, as the writer, incorporated the changes into

a master copy and resubmitted it to the editor for a final check before it was typed into a smooth and forwarded to the Chief of the Bureau of Naval Personnel for final approval.

For each chapter, it takes about two months for this cycle to be completed: one month devoted to research and writing, one month spent in the clearing process. One thing's for sure. It's a job no one is going to finish overnight.

As each Blue Book chapter is written, copies are sent to the Correspondence Course Department where writers such as Chief Allen prepare multiple-choice, true and false, and association questions and answers that will accompany the text.

The CC Department is made up of two divisions—Engineering and Operations – in which about 200 correspondence courses are prepared on a continual basis to keep abreast of the Blue Book production rate, which must satisfy the approximately 750,000 military enrollments in the correspondence courses prepared at TPD.

As a rule, a course is written for each Blue Book. Courses are also written for officer study materials prepared in TPD and elsewhere. The number of assignments per course varies. However, each assignment consists of approximately 75 questions and answers—rather, "items."

The course writer can expect to work about nine months on each course and have an average of three courses on his desk all the time.

Items prepared for the course must be as fresh as, if not more fresh than, the course itself. There have been occasions when facts already cleared for printing in the Blue Book become obsolete while the course was being prepared. The course writer must keep alert for these changes and insert notations of the correct information in the course for the student's benefit.

When each course assignment is completed by the writer, it is reviewed by the writer of the Blue Book as a check to see if the assignment covers the chapter adequately. The primary aim is for the student to gain as much as possible from the items presented.

Back in the course department, the material is screened by an internal reviewer, usually an educational specialist, who checks the assignment for correct terminology, grammar, spelling and content. Vagueness must be avoided. The student must never be left guessing.

After being channeled through the normal TPD review system, each assignment is forwarded to the Navy Correspondence Course Center in Scotia, N. Y., where a reviewer familiar with the technicalities of the subject matter makes a study of the assignment, commenting as necessary as to whether or not sufficient coverage of the chapter has been made.

Chapter by chapter, assignment by assignment, this procedure continues until the entire course is written, reviewed and smooth-typed for publication. It's an exacting job, requiring dedication.

Today's Navy is operated by the book. But the book must first be written and understood. And it must be written by men in the know, from the ranks of the Navy Petty Officers.

—JOC Marc Whetstone, USN
Photos by PH1 Joe Lahouchuc, USN

Help keep your rating abreast of the latest advancements in naval technology. Become a member of the Navy Training Publications staff.

To qualify you must:

- Have broad experience and technical knowledge in the duties of your rating.
- Be able to perform independent research regarding new equipment and procedures in order to be technically accurate and up to date in your knowledge of the technical requirements of your rating.
- Have above average interest in Navy training.
- Have sufficient obligated service to complete a normal tour of instructor duty, anywhere from 30 months to four years.
- Possess the ability to lead men.
- Be able to speak clearly and demonstrate an ability to work with others.
- Be able to evaluate training materials, exercise sound judgment, and attain specific goals.
- Be military in conduct and bearing, with a mark no lower than 3.4 on the last three performance evaluations.
- Be graduated from the Class C-1 Instructor course and Class L Leadership course within the past five years, or be prepared to attend these courses before reporting to the Training Publications Division (these qualifications basically apply to individuals wishing to request a writing billet at the Navy Training Publications Center in Memphis, Tenn., where the "Green Books" are written for aviation ratings).

Ask your career counselor or educational services officer to assist you in submitting your request. Refer to the requirements stated in Article 5.12d of the *Enlisted Transfer Manual* (NavPers 15909).

ASHORE &

Firefighters In Training

THE fog foam trucks, the aircraft, and the aluminized protective clothing are real.

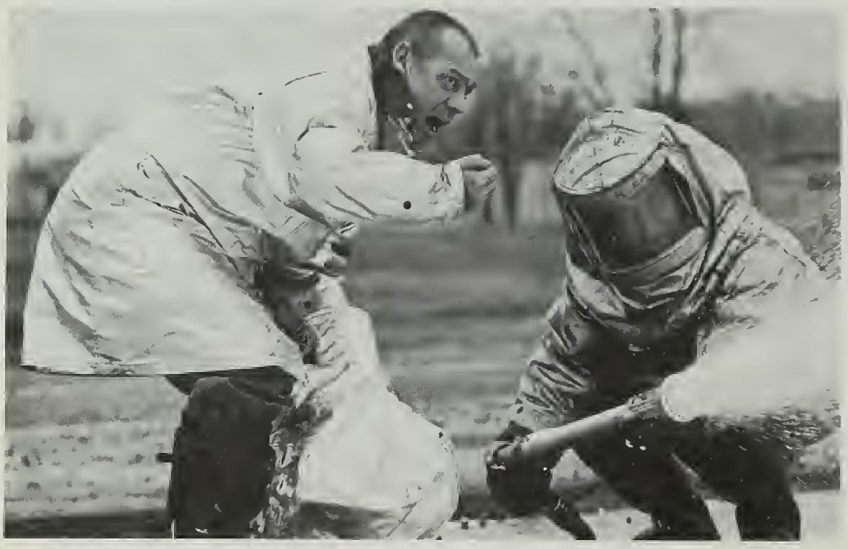
And the fire is real, too.

That's what students work with at Class C Aviation Crash Crewman School at the Memphis Air Technical Training Center.

Realistic training is a necessity for crash crewmen. They must know all the procedures of firefighting and rescue and follow them perfectly in the middle of a raging fire. You can't learn that sitting in a classroom.

"We don't worry about speed," says one of the instructors. "Here we teach sequence. When students do automatically everything that we teach, without having to think about it, speed will come."

—Airman Apprentice Mark Meyer, USN.



Instructor directs aluminized protective clothing-clad student as he fights a practice fire at Class C Aviation Crash Crewman School, Memphis Air Technical Training Center.

Photos clockwise from left: (1) A foam-covered firefighter steps lively after the fire has been extinguished. (2) Student mans a foam turret nozzle during test under fire. (3) After the fire, a time for reflecting and checking for reflash. (4) Visors up, the instructor speaks.

AFLOAT

FIRE PREVENTION aboard ship is pursued as aggressively in the yards as it is underway. The carrier USS *Intrepid* (CVS 11), in drydock at Philadelphia for overhaul after three tours off Vietnam, shows how and why this is so.

"We actually may have more acute fire hazards in the yards than at sea, even though we do not have the ordnance, fuel and aircraft which compound the hazards on a cruise."

Chief Warrant Officer J. A. Gregory, *Intrepid's* Fire Marshal, continued:

"Voids are a special problem, and smoking and rubbish accumulation are of great concern.

"What we have is the proverbial fish out of water."

Evidence of this takes the form of support lines and hoses which run from the pier throughout the carrier's passageways. These exemplify the limits of damage control in drydock.

"When we're deployed, we have 14 pumps which can provide water, but in the yards our fire parties are handicapped with a limited water supply from mains on the pier."

Yardwork poses another problem. A cut-up, opened ship makes it difficult to isolate fires, and the support lines running through the ship restrict accessibility.

To protect the ship, Fire Marshal Gregory runs a damage control program which employs many of the techniques used at sea, but, because of the dangers and limitations peculiar to the yards, many differences are evident.

AT ANY GIVEN MOMENT, approximately 200 *Intrepid* Navymen are actively engaged in fire prevention. This represents nearly 10 per cent of the current ship's company—and indicates the high priority the Navy has placed on damage control.

A 40-man in-port fire party is constantly on call to fight any fire which may be discovered by a roving damage control party. A duty "scene leader" and duty damage control officer are instantly available in the engineering log room.

A special 133-man division has been formed specifically to provide firewatches whenever "hot work" such as welding or cutting is performed. The men transferred to the Firewatch Division from other ship divisions will pull the duty as long as the carrier is in the yards.

The firewatch duties have been aptly described as full time, because the watches are stood whenever yardworkers are on board. This means from 0800 to midnight, seven days a week. Later in the overhaul, the firewatch requirements will be greater, possibly to include 24-hour shifts.

HARD HATS, protective goggles and CO2 bottles distinguish the firewatch personnel. As many as three of these men may be assigned to a particularly hazardous job, such as when workers cut through the ship's hull. If sparks or heat from arc welders or acetylene torches start a fire, the firewatch is on the spot to extinguish it.

However, and not surprisingly, the primary purpose of the Fire Marshal's organization is not firefighting. It is fire prevention, which is the coordinated effort of *Intrepid* and the shipyard fire department.

A divisional Damage Control Petty Officer program provides indoctrination and training for division representatives. The DCPO then relays damage control themes and techniques through division training lectures, thereby making fire prevention an all hands responsibility.

The Fire Marshal and his assistants make periodic checks of all firefighting equipment to insure that it is in good working condition, and inspectors from the shipyard fire department tour the carrier daily and check for potential fire hazards.

—Journalist 3rd Class Pete Cross, USN.

Students walk through a flame-smothering foam blanket during a practice rescue training session.

The Navy Relief Society works in many ways, one of which is to grant loans to Navymen. Here a volunteer Navy wife interviews a loan applicant. Below: Students attending a Navy Relief Society training course at the Naval Postgraduate School pause for a coffee break.

NR

always on

An anchor to windward—a friend in need—helping hands — these terms refer to an organization of volunteers, seven thousand strong, who are ready in an emergency to aid Navymen, Marines and their families. You know this widespread activity as the Navy Relief Society. It has been in existence since the turn of the century, ready to turn to, at a moment's notice, in local crises, family difficulties, national emergencies.

But do you know the extent of its services, how it operates, and how it can help you? Or how you (or your wife) can participate in its work? Here's a report that tells the who, how and why of YOUR *organization, the NRS.*

WHEN A NAVYMAN OR A MARINE is faced with an emergency that may require outside help, one of the first organizations he thinks of is the Navy Relief Society. It has that kind of reputation.

It can't take care of all your problems. It won't make your chief more sympathetic to your special liberty request, or unfreeze your rate so you can advance, or make your girl notice you more.

But there are more ways it can help you and your family than you may realize. And not all involve money.

You know, of course, that the Navy Relief Society loans—or often gives—money to help tide a man and his family over emergencies and hardships. But you may not have known that, in cases of need, it also provides:

- Educational loans for dependents to attend college.
- Help to keep orphans of Navymen and Marines in elementary or high school.
- Money for vocational training to help Navy and Marine Corps widows to become self-supporting.

S

the ready

- Income supplements for elderly widows of servicemen.
- Layettes for new mothers.
- Visiting nurse service for expectant mothers, new mothers, and convalescents.
- Nurseries where mothers can leave children while shopping at the commissary or going to the doctor on base.
- Wives' organizations that can help with transportation, care of children when the mother is sick, visits to hospital patients, and many other services.
- Thrift shops where good used clothing and household items can be bought at minimal prices—or given, in case of great need.
- Cooperation with community agencies in providing help for crippled, handicapped, retarded, or mentally or emotionally disturbed children.
- Budget counseling and financial information if you're having trouble making ends meet.
- A sympathetic ear for your problems. Sometimes this can be the most valuable service of all.

For 65 years, Navy Relief has been "the anchor to windward" for the men of the sea services and their families. It's a great friend in need.

But it's not a charity. Its funds come from contributions by Navymen and Marines like you. The organization is dedicated to helping people help themselves.

Its policy is to make loans or grants only for a real need, and only when you can't take care of the problem with your own resources.

But if those conditions exist, Navy Relief will make a loan—always interest-free—or, in certain cases, an outright grant.

Who's eligible for help?

—Active duty (Regular or Reserve) Navy and Marine Corps personnel: married or unmarried, enlisted or officers.

—Fleet Reserve and retired members.

Volunteer Navy Relief workers donate their time, above and below, to teaching nursery toddlers a game and reading a story.

The door is always open to Navymen who need support from a Navy Relief Society Auxiliary.

ENTRANCE
NAVY RELIEF
SOCIETY

Another important role of Navy Relief volunteer nurses is to counsel and advise the elderly.

Above left: Navy Relief volunteers teach, and sometimes are taught, at Naval Station nurseries. Above right: Navy Relief nurse Mary Hatfield runs training program on baby care. At left: Proper training is an important prerequisite for a volunteer. Below: A Navy Relief volunteer takes some of the administrative load off doctors and nurses at the Great Lakes Naval Hospital by logging in patients.

—Members of the Coast Guard, when serving with the Navy in wartime.

—Dependents of all the above members, whether the serviceman is living or deceased.

If you're eligible, here are some typical situations for which you may get a loan or grant:

- Delay or nonreceipt of pay or allotments, when the missing money is needed for basic maintenance—food, shelter, necessary transportation, and the like.
- Necessary travel in case of illness or death in the family, or transportation for the widow of a serviceman to return home to her family.
- Funeral expenses (within reasonable limits).
- Vocational training, when needed to make a living.
- Special care or training for handicapped children.
- Keeping orphans in elementary or high school.
- Necessary medical or dental service not covered by military benefits.

NRS Won Its Kickoff

It all started 65 years ago.

A group of Navy and Marine Corps officers, their wives, and interested civilians got together and decided to do something about the hardships of widows and orphans of men of the sea services.

They made their concern into something tangible: the Navy Relief Society, with the initial purpose of "aiding indigent widows and orphans of personnel of the United States Navy and Marine Corps."

The immediate impetus for organizing the Society was a doctor's suggestion that the proceeds of the 1903 Army-Navy football game—$18,000—be divided equally between the two services for the relief of families of deceased servicemen.

For many years the major source of the Society's income was its share of the receipts of the annual game. In fact, Admiral George Dewey, who was a founder and early president of the Society, stated in 1910 that the cancellation of the previous year's game had deprived Navy Relief of about $7000.

The need for the Society was demonstrated in one of its first acts, only weeks after incorporation: distributing $1695 to the families of Navymen who died in the sinking of the *Maine* in Havana Harbor.

That might not sound like much, but money was worth more in those days. A typical letter from a widow to the Society in the early years said:

"I work hard all the time to take care of myself and five children. But were it not for the help the Navy Relief Society gives me, I am sure I could not make both ends meet in any way, as I have only my small pension to depend on."

The amount of aid she was so grateful for? Ten dollars a month.

- Special income supplements for widows and dependent mothers over 65.

These are, of course, only a few examples. Navy Relief lends or gives money to help with any real hardship that you can't meet otherwise. It looks for ways to meet any problem—and would rather err on the liberal side.

But that doesn't mean it's a money tree. Its loans and grants are for necessities, not conveniences. Navy Relief *cannot* lend money for such purposes as:

- To help you keep up a standard of living beyond your means.
- To finance business ventures, to buy a house, or to make similar permanent investments.
- To finance vacations, leave or liberty (except in emergencies such as critical illness or death in your immediate family).
- To pay debts you incurred before you entered the service.
- To pay taxes, interest, or mortgages.
- To buy nonessentials such as cars or TV sets. (However, if your car is essential to your or your family's well-being, help with some car expenses is available.)
- To pay fines or bail.
- To finance marriage, divorce or adoptions (except in rare and critical situations).
- To provide regular income supplements for people under 65.

Navy Relief is there to help you meet your obligations in times of need—but not to relieve you of your responsibility to provide for yourself and your family as fully as you can.

HERE ARE A FEW cases from Navy Relief files, to illustrate what the Society can do when a Navy or Marine family needs help.

An inexperienced clerk made out an ID card for

After A Football Game

AS THE NAVY GREW, the Society's needs for money increased; so new ways were found to provide it. The first members had contributed $25 to join and an annual amount thereafter. Now Navymen themselves became more active in the various fund-raising projects.

Bases and ships held carnivals for Navy Relief. The public was charged admission to tour ships and to see exhibitions of drills. The proceeds from band concerts, dances, and other entertainments also went to the Society.

Then as now, all money contributed by servicemen was used strictly for direct help to Navy and Marine Corps men and their families. A reserve fund, based on a nationwide civilian fund drive in 1942, is invested, and its income is used to pay administrative expenses. But contributions all go back to servicemen and their families.

Navy Relief Society has always been ready in emergencies. It was standing by to help in 1923 when disaster struck. Eleven destroyers were wrecked in fog and storm off California. The Society learned the financial condition of the families of men who had died, and gave them the help which was desperately needed.

Help was still ready 40 years later, when the submarine *Thresher* was lost with all hands. Navy Relief did not have to give extensive financial aid to *Thresher* families, because help from BuPers and the Veterans Administration came fast. But its representatives put in long hours in the sad work of contacting relatives and helping where needed.

Navy Relief is still ready, whether the emergency involves scores of families—or yours.

Mrs. Higginson was first president of Navy Relief Society.

Admiral Dewey was second NRS president and first naval officer to hold that position.

Navy Relief Society was on the scene offering emergency funds to dependent evacuees from Cuba.

Novy Relief - sponsored Thrift Shops provide uniforms ond other clothing ot low prices.

a serviceman's dependent mother, incorrectly stating that she was eligible for civilian medical care at government expense. She had major medical work done, then discovered that the government agency was not authorized to pay the bill. Navy Relief did.

A Marine was on the way to his new duty station when his car's engine burnt out. The Society loaned him enough to install a rebuilt engine.

A Navyman's daughter was crippled at birth with cerebral palsy. With surgery, she might recover and have a normal life; without it, she could be condemned to a lifetime of invalidism. The surgeon was sympathetic, and cut his bill in half; but the father still couldn't afford it. Navy Relief made two grants to pay for the operations. (Under new regulations, assistance in such cases is now available from CHAMPUS. However, Navy Relief often helps with the serviceman's share of the bills.)

Three of a retired Navyman's children needed extensive dental work. The bill was far more than he could pay. Navy Relief made grants amounting to several thousand dollars—and counseled the family to help them live within their income. (The Society provides a great deal of help for necessary dental work in cases like this.)

Several years ago, a serviceman was killed in a plane crash, leaving a widow and two children. The widow worked part-time and finished three years of college. Then she applied to Navy Relief for help to finish the last year, stating that she had a promise of a job after graduation and could repay a loan. Impressed with her efforts, Navy Relief paid her tuition as a grant, not a loan. (Recent legislation now provides government funds for such necessary schooling.)

The widow of a Navyman died. Relatives took her three children in, but couldn't keep up with the extra expenses. Navy Relief gave them a continuing grant to help care for the children until they were old enough to make their own way.

A girl born deaf was given lessons at a speech

In a Nutshell, This Is Navy Relief Society's Mission

It's easy to get confused about the Navy Relief Society—to mistake it for other agencies, official or unofficial. To help you get a clearer picture, here are some things Navy Relief is and isn't.

It IS an organization dedicated to helping all members of the Navy and Marine Corps—active duty (Regular or Reserve) and retired—and their dependents or survivors.

It IS a source of ready cash—either as a loan or as a grant—for any real emergency that you can't handle yourself.

It IS a source of many nonfinancial services, as listed in the accompanying article.

It IS strictly voluntary. Nobody will force you to contribute to it. Its workers are volunteers, Navy and Marine Corps wives.

It IS one of the most truly nonprofit organizations anywhere. Every cent contributed by servicemen goes directly to help other servicemen and their families. All administrative expenses are met with the income from Navy Relief investments.

It IS a self-help organization. Its principle is to help people who are willing to help themselves, giving or loaning only enough to close the gap between what a serviceman *can* do and what he *needs* to do.

But on the other hand—

It IS NOT a credit union. You don't have to join anything to get a loan. But there's another difference, too. Navy Relief loans and grants are given only for emergencies and hardships. Don't go to it to get money for a new TV set.

It IS NOT a loan company. All loans are interest-free.

It IS NOT a charity. Navy Relief is simply an extension of the neighborly spirit in which Navy and Marine families will help out when someone's having trouble. No one will make you take a grant if you'd prefer a loan.

It IS NOT official. You go directly to the Society, not through your chain of command.

And finally, it IS NOT a crutch to relieve you of your responsibilities.

If you've done all you can to provide for your necessities, but still come out short, call on Navy Relief. But don't expect a free ride.

The aim is to provide help so an individual can help himself.

7000 Volunteers Keep NRS on the Go

Who runs the Navy Relief Society and its auxiliaries?

People like your wife. Specifically, 7000 Navy and Marine Corps wives volunteer to spend about a half-day a week helping people like your shipmates—or perhaps, even yourself.

Several active senior naval officers are members of the Navy Relief Society board of managers—including the Chief of Naval Operations, who serves as chairman. However, the Society itself is not part of the Navy, and does not have officers or enlisted personnel assigned to duty with it. In other words, it relies on those 7000 volunteers who are wives (or daughters) of service personnel, officers and enlisted. In addition, the Society has approximately 150 paid workers (social workers, nurses, clerical personnel) and some nursery attendants spread among its 114 offices. All the other workers—interviewers, nursery attendants, thrift shop clerks, and the rest—offer their services as a contribution to the Navy-Marine Corps community.

Your wife (or some other Navy sponsor) can help NRS now, if she isn't doing so already. If she's willing to give a few hours a week to serve other Navy or Marine families, she may call the Chairman of Volunteer Women at your local auxiliary.

The Navy Relief Society provides instruction in office procedures; no experience is necessary. And if there's a Navy Relief nursery on base, a volunteer won't have to worry about what to do with the children while she's working at the auxiliary.

After completing a certain number of hours, volunteers receive recognition in the form of a pin. It may not be worth much monetarily, but the real reward of Navy Relief Society service is the satisfaction of knowing that you've lent a helping hand when it was needed.

and hearing center at Navy Relief expense. Later, the Society bought her a hearing aid.

A Marine on leave was beaten and robbed. Navy Relief arranged for medical treatment and paid his fare back to his duty station.

While a Navyman was stationed in Europe, his wife died in the States. Navy Relief took care of the children, made funeral arrangements, and helped the man with the costs of transportation home, funeral expenses, and setting up new arrangements for his family.

If you don't want charity, Navy Relief won't force you to accept a grant. A retired Navyman whose wife was seriously ill accepted money from the Society to help take care of their three children—but only as a loan. He paid it back.

A service family lost nearly all their belongings in a fire. Navy Relief made a grant to help. The wife later said:

"They didn't make us feel like relief victims (even though we were); they did everything to make it easier and make us comfortable. I'm not good with words, but what I'm trying to say is they left us our pride."

In addition to the loans, grants and other services, Navy Relief has recently begun a new program: an educational fund. It loans up to $1000 a year (the amount depending on individual need) to help children of active or retired sea service members to attend college, vocational school, or prep school for a military academy. As in all Navy Relief programs, parents and children are expected to pay as much of the bills as they can. (No educational grants of this type are given, except in case of death of the student.)

What's the catch?

There isn't any. Navy Relief is an unofficial, voluntary organization, whose stated policies are made flexible to fill any real need. You don't have to pay any interest or service charges on loans. You don't even have to contribute to the annual fund drive.

But if you do contribute, you'll have the satisfaction of knowing that every cent is going to help some Navyman or Marine who needs it.

And some day, that man could be you.

—JO2 Frank Silvey, USN

Here's how you can get in touch with Navy Relief:

If you're near any of the Society's 53 auxiliaries or 61 branches, go to the office in person.

If you're in any of the 13 states of the Ninth Naval District and are not near an auxiliary or branch, apply to your local Red Cross chapter, or contact the Navy Relief Auxiliary, Naval Training Center, Great Lakes, Ill. 60088. States in the district are Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin and Wyoming.

In other parts of the country, if you aren't close to an auxiliary or branch, apply through your local Red Cross, or directly to Headquarters, Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. Headquarters phone is Area Code 202, OXford 6-4398 or OX 6-3779.

If you're on board a ship at sea or an isolated base, your chaplain or commanding officer can help you get in touch with Navy Relief.

Or if none of the above means is available, you can go to the relief societies of the Army, Air Force, or Coast Guard. By reciprocal agreement with Navy Relief, these organizations can provide assistance to Navymen and Marines.

SHAGGY DOGS and OTHER TALES

BOATSWAIN'S MATE 3rd Class John L. Snyder had walked along the pier at Long Beach Naval Station many times. No reason to expect anything unusual this time. He was in for a surprise.

Maybe it was a slick of oil on the old wood that did it. Perhaps there was a loose plank, and he tripped. Whatever it was, Snyder found himself suddenly hurtling toward the drink.

Normally, this dockside faux pas would merely have been embarrassing. Since he is a more than adequate swimmer, Snyder would have quickly found a ladder, hauled himself up again, and only his pride would have been the worse for the dunking.

But his head hit a piling, and he was knocked unconscious. This was unfortunate, to say the least, for nobody had seen his untimely dip. Nobody, that is, except Inu, the station mascot.

Inu, it should be known, was normally a quiet, well-behaved dog, not taken to barking unnecessarily.

But Inu saw Snyder's plight and, supposedly, decided that if ever a yelp was necessary, now was the time. He set up such a clamor, that no one who was within earshot could ignore it. Soon, help had arrived, and Snyder was pulled from the water in short order. Inu, with his incessant and out-of-character yelping, had saved the day.

In the process, he had demonstrated that some Navy mascots, more than providing a pleasant diversion for Navymen, can also be counted on to perform admirably when the chips are down.

Over the years, Navy mascots have boosted morale at numerous shore stations, in squadrons, and in some cases even aboard ships. Birds, dogs, cats, and other animals as pets and mascots range 'way back in naval history. Many old cartoons and drawings show a pegleg sailor with a parrot on his shoulder.

It is known that USS *Constitution*, back in 1840, had a dog named Dick aboard. He was the favorite of Old Ironsides' foretopmen, and whenever an evolution such as reefing topsails was underway, he would scamper about under the feet of the tars, adding his happy bark to the general noise and confusion.

When he was lost overboard, for months afterward fantail discussions centered around his loss.

Invariably, when an animal attaches himself to a ship or station's crew, he goes Navy, all the way. Most are fitted out by helpful fun-seekers with I. D. cards, service records, and even pay records.

A monkey called Pete, who was once mascot of *LCU 1481*, was so Navy-oriented that he was only friendly to persons who showed up in the uniform of the day. He would have nothing to do with those in civilian clothes. When he came upon a yardman working in the ship's magazine, he mistook him for a trespasser, and let out a scream that was heard from one end of the ship to the other.

Pete also changed his eating habits when he signed up with the Navy. He wouldn't touch bananas, instead sampled all of the shipboard delicacies he could find, including shoe polish, soap, shaving cream, and paint. He discovered, however, that paint has a disastrous effect on simian digestion.

Entering the Navy world with too much enthusiasm can backfire, as Itchy, a dog of uncertain pedigree which trod the decks of USS *Opportune* (ARS 41) for a couple of years, came to learn.

Itchy had really gone Navy. His service record stated that he was a coxswain, USN, and he wore a modified dress uniform to inspections. Page two of his service record included the question "Do you plan to make the Navy a career?" "Yes, I plan to spend my life in the Navy," Itchy had answered dogmatically.

Then one day, while the ship was visiting in Guantanamo Bay, Cuba, Itchy heard the call of the wild, or something. Result? Five days AWOL.

No exception to the Navy rule, Itchy was given a deck court-martial by the skipper. It was a grim day when the crew was called out to quarters to hear Itchy's sentence.

The skipper told all present that Itchy was to be reduced in grade, and that he would lose five bones a month for six months.

Itchy, like any other sea dog, had found that going AWOL was definitely barking up the wrong tree.

Some mascots are not too keen on combat. One dog who padded about on cold paws was Sailor, who was mascot aboard USS *Current* (ARS 22) during the Korean conflict.

When the shooting started one day off the coast of North Korea, Sailor made his usual dash for a place to hide. In his frantic circuit of the main deck he found all the hatches leading below closed. Spotting a small boat pulling away from the gangway, he raced to the rail, and in one tremendous leap, abandoned ship. But he missed, and landed in the ocean.

Sailor was next heard of aboard a British ship, HMS *Crane*, which reported that the canine was safe aboard, but somewhat shaken up.

The grinning British crew returned Sailor to his ship, after fitting him out with papers describing him as a one-dog draft returning to his ship after temporary duty aboard Her Majesty's frigate *Crane*.

Not all mascots, it should be noted, are as bashful about combat situations as Sailor was. During

SHAVING CREAM

World War II, a monkey named Chief was mascot aboard *LST 267*. He loved combat.

Chief had his own battle station, and whenever GQ sounded, he would run like mad to his post, don a specially-made battle helmet, and sit on the edge of a gun tub, chattering away throughout the action.

Unfortunately, Chief's relationship with the Navy was shortlived. Though many of the crew found the monkey entertaining and companionable, others were less than fond of him, not particularly taken with his monkey business.

One day, Chief failed to make morning muster, and it was generally believed that some crewmember had decided that Chief's monkeyshines were no longer welcome aboard.

Some Navy mascots have, through the years, become accustomed to rubbing elbows (or whatever the animal equivalent is) with some highly important people.

The dog Vicky, for instance, became widely known because of his friendship with President Roosevelt—with whom he shared a cabin when the President crossed the Atlantic in USS *Iowa* (BB 61) for the Teheran Conference.

A husky named Rickey became moderately famous when he participated in three Antarctica expeditions in company with Rear Admiral Richard E. Byrd. Later, he joined Admiral Byrd on his lecture tours, telling audiences across the nation about life at the South Pole. Admiral Byrd did most of the talking, of course.

ALMOST WITHOUT EXCEPTION, mascots come in ones. Very seldom will you find a ship or station with two or more animals aboard having a mascot's rights and benefits.

The reason for this is obvious. Once a dog, cat, or kangaroo has established squatter's rights, and has begun enjoying the distinction, attention, petting, and such other emoluments as descend to mascots, he is reluctant to allow another animal to horn in on his territory.

It's understandable, then, how a dog called Schenley must have felt. Schenley, a blend, was station mascot at NAS Jacksonville awhile back. Things had been going great; Schenley's spirits were high.

Then Fubar, the duck, waddled onto the scene.

Fubar, whose name we are not about to decipher for you, was an old hand at scene-stealing, an adroit publicity-purloiner. She waded into NAS Jax's life, and everyone forgot Schenley. Fubar's amours, when an unattached drake showed up some weeks later, became station gossip.

Schenley could not put up with this kind of thing for long.

It is not clear how, or under what circumstances, but Fubar was among the missing a short time later. It can only be surmised what sort of untimely end to which Fubar came, but it is hoped that she was not beyond all recognition.

Mascots sometimes become so familiar, so universally recognized as such, that they become traditions in themselves. Such is the case with Bill the goat, the Naval Academy mascot, and ardent rooter at Navy football games.

THE TRADITION of the Navy goat was born, it is believed, on the day of the first football game between Navy and Army in 1890.

It seems that a group of naval officers were on their way from the railroad station at West Point to the playing field on the day of the big game. They decided that since so few Navy supporters were going to be on hand at the Army stronghold, the Navy team needed a mascot.

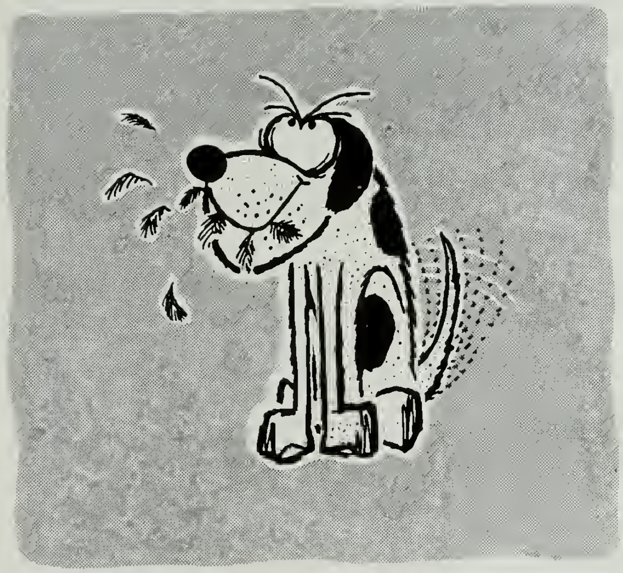
Two of the officers, so the story goes, spotted a young goat grazing along the roadway and decided that it would be the mascot.

They found the goat's owner at a nearby farmhouse, and after some dickering, purchased the animal for $1.00.

As it turned out, Navy trampled the Army squad 24 to 0, and the goat and his successors have been the official mascots of the Naval Academy ever since.

For many years a horse named Dexter was the official mascot at the Naval Home in Philadelphia. He was one of a kind.

Dexter gave 34 years of service to his country, 11 with the Army, and 23 with the Navy. As a young colt, he pulled caissons with a field artillery unit, then was transferred to the Naval Home in 1945.



He held official status as a cart-puller there until 1966, when he was retired and became a mascot exclusively. More than anything else, Dexter was a pal to the Home's residents, and when he died last year some 400 people attended his funeral. The old salts stood at attention while Taps was played for Dexter. They had lost an old friend.

THE ACQUISITION of a Navy mascot is usually under commonplace circumstances. A Navyman visits Sydney and comes bouncing aboard with a kangaroo; a stray dog attaches himself to a group of liberty hounds and follows them back to the ship. All very ordinary.

Not so with Sam, once the mascot of USS *Wrangell*, (AE 12). Sam almost died, waiting for his ship to come along. Here's how it happened:

The ammo ship was steaming in the Med when one of her lookouts spotted a fishing vessel floundering helplessly in heavy seas with a distress signal fluttering from its mainmast. A five-man detail left the ship in a small boat to investigate.

On the stricken vessel's barren deck, the men of *Wrangell* found no sign of life—at first. Near one of the cabins lay a dead man. By his side was a dog—half-starved, but still alive.

EXAMINATION revealed that the corpse had been dead for about 10 days, but the cause of death could not be determined. Whether or not other crewmembers had served on the ghost ship also was unknown.

The vessel was taken in tow, but because of quarantine regulations, neither the corpse nor the dog could be removed.

Leaving behind a good supply of food and water for the dog, the men of *Wrangell* took the derelict in tow and began slowly making their way toward the nearest port. The ghost ship, however, was destined never to see land again. It soon began to take on water, and suddenly it sank.

The dog, however, seemed to have a charmed life. As the fishing boat went down, personnel of *Wrangell* sighted the pooch struggling in the rough seas.

He had waited a long time for somebody to come along. And he sure was putting up a fight to stay alive. *Wrangell's* skipper decided he just couldn't let him drown. The ship cruised the area for about an hour until the heavy seas subsided, then put a boat over the side and rescued him. The crew adopted the dog, and Sam, as they named him, became *Wrangell's* mascot.

PERHAPS the most memorable of all Navy mascots, though, was Black Dog, for many years the favorite of the lighter-than-air squadron, ZP-2.

Although many of Black Dog's exploits while he was with LTA are legendary, one event stands out

as the most spectacular of his—or any Navy mascot's—career.

During his life with ZP-2, Black Dog had become an expert ground handler. Ground handlers, as you probably know, were the men who used to tend the lines of an airship during landings and takeoffs. In many cases they would pull a blimp right out of the sky. Black Dog loved this, and was always the first to grab the bitter end of the line and the last to let go of it.

Late one night while the squadron was based at NAS Glynco, Ga., the squadron received orders to deploy out of the path of an approaching hurricane. One by one the airships took off and headed away to their deployment area.

In one of the ships, a pilot just happened to be using a spotlight in the cockpit to shine on the ground below. It was about three-quarters of an hour after takeoff. The pilot noticed a line dangling straight down, as if something were attached to it.

He aimed the spotlight on the nose of the ship and followed the line down to its end. There was Black Dog, hanging head down from the end of the line, with it wrapped completely around one of his hind legs.

A message was sent back to the base reporting the dog's predicament, along with a request to return to base in order to save him.

THE COMMANDER of the squadron, after weighing the situation carefully and considering the anxious men in the squadron, allowed the airship to return to drop Black Dog. They made a low pass over the field while a truck with men standing in the rear chased the ship's dangling line and grabbed the dog.

When Black Dog was released he had been airborne for an hour and 17 minutes. The pads on his free paws had been worn to the bone where he had scraped them on the gravel during the takeoff.

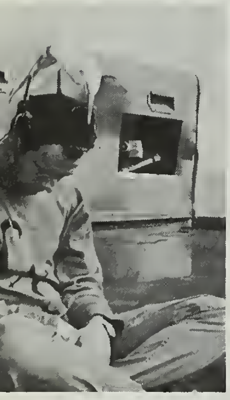
He was still alive, but just barely.

Black Dog was rushed to the animal clinic and stayed there for two months until all his wounds finally healed, and then he was returned to the squadron. He continued his Navy career for several more years, then passed on to Fiddler's Green.

Why do Navymen have such an affinity for collecting mascots? Maybe it's because the barking pooch or chattering monkey provides a happy change to the routine of everyday life. Perhaps it's the animal's basic innocence, or loyalty, or dependence, that makes him nice to have around.

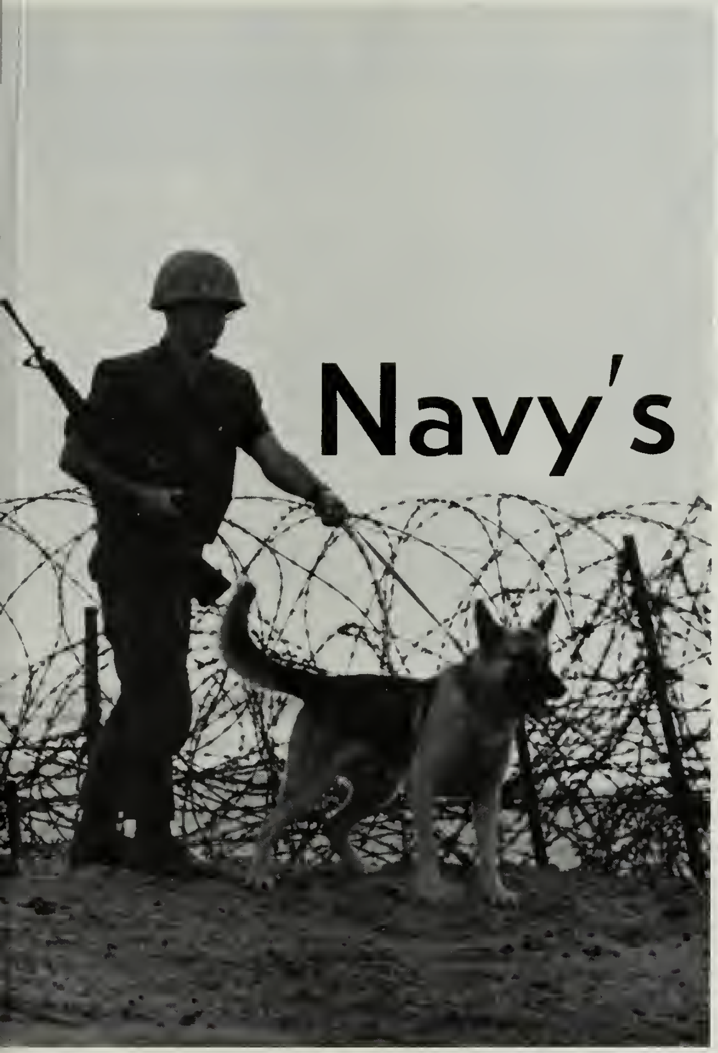
In the end, it's probably a combination of things which are succinctly stated in the plaque which the LTA-men dedicated to Black Dog when he died. It reads: "Black Dog—1939-1957—A Good Shipmate."

—Chief Journalist Jim Teague, USN.



Clockwise from Top Left: (1) White crane joins crew of USS Coral Sea. (2) "Fighter-bomber" was mascot of USS Valley Forge during Korean conflict. (3) Tuffy, friend and helper of Sealab divers. (4) A goat named Downwind was mascot of USS Morton (DD 949) back in 1964. (5) Even seagulls join the act. This is Frieda of icebreaker Burton Island. (6) Dexter, the Navy horse, on grounds of Naval Home. (7) Mascot for a frogman group, a seal named Agnes. (8) Submarine mascot welcomes crew returning from patrol in World War II.

Navy's K-9 Corps



Few at Da Nang would argue against a dog being man's best friend, for canines of the K-9 Corps and their Navy handlers act as buffers against the Viet Cong.

From sunset to sunrise, the 75-pound German Shepherds and their handlers patrol the perimeter of Da Nang's Naval Support Activity, guarding its communication facilities and fuel supplies against sabotage by nocturnal intruders.

Much depends on the man-dog team. The men are drawn from applicants who are particularly adept at handling dogs. Those selected attend an eight-week Sentry Dog Handler Course after completing four weeks of Internal Security Forces studies at the Naval Amphibious School.

Little, if anything, can be seen in the darkness which lies outside the barbed wire, so it is the dog's senses upon which the sentry depends. A growl tells the handler something is amiss.

After withdrawing a few yards, the handler contacts his command post by radio to report a contact and the command post probes the patrol area with a starlight scope which sees in the dark.

If the source of the dog's agitation turns out to be nothing more serious than a rabbit, there are no hard feelings. If, however, it turns out to be a Viet Cong, he is fired upon.

The dogs are particularly valuable when used to detect saboteurs who might easily slip by undiscovered by a human sentry patrolling the perimeter alone. With a K-9 on the job, however, the intruder's chances are considerably diminished for the dog's nose knows. —**Story and photos by PH1 Rus Elder, USN.**

Top photo: Sentry dog and Navy handler patrol the perimeter of the Da Nang Naval Support Activity. Far left: Dogs and handlers enjoy a brief pause in patrolling duties. At left: Seaman Harry Petersen guides his dog Brandy over a barrel obstacle during training. Below: After patrol, dogs and handlers ride back to kennels and barracks, respectively.

Sound-Powered Phones—

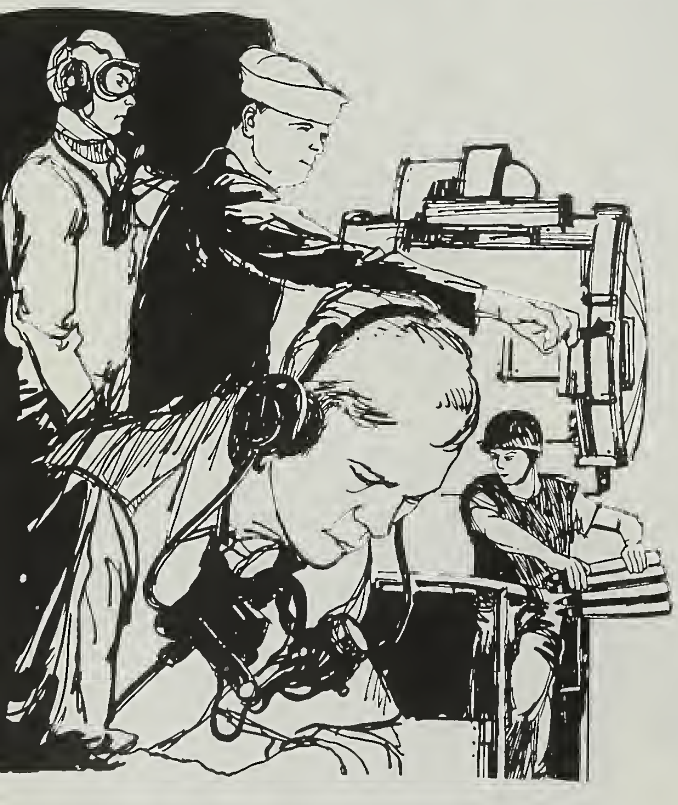
The Vital

JUST 30 seconds' delay in getting help gives a small fire time to spread into a holocaust. A damage controlman, a corpsman, a firefighter who doesn't know where to go can't get to the scene in time to save a life—maybe yours. Communication in an emergency must be quick and accurate. It's a matter of life and death.

So if you're assigned to a sound-powered phone, there are times when you can be the most important man on the ship; when your shipmates' lives and your own may depend on whether you pass the word fast—and get it right.

Usually, speed is no problem. Sound-powered phones provide instant communication with all parts of the ship. And since they generate their own electricity from the energy of your speaking voice, no amount of damage to the ship's power system can knock them out. To do so would require cutting the wires or smashing the phones. In fact, if your mouthpiece is damaged, you can still use the earphones for both talking and listening. If the earphones are out, the mouthpiece will both send and receive.

However, phones of any type have one major weakness—you. If the man on the other end of the line doesn't understand what you've said, or if you can't figure out what he said, the phone line might as well not be there. But if you do understand each other, you may be able to keep a disaster from happening.



Operation

First, you need to know how to work the phones. You probably learned how in boot camp, but you may have forgotten some of the details.

The *handset* phone—the one that looks like a telephone receiver—will neither transmit nor receive unless you push the button.

The *headset* works differently. As soon as you plug it in, the earphones are on the line continuously. You only have to push the button on the mouthpiece when you're talking.

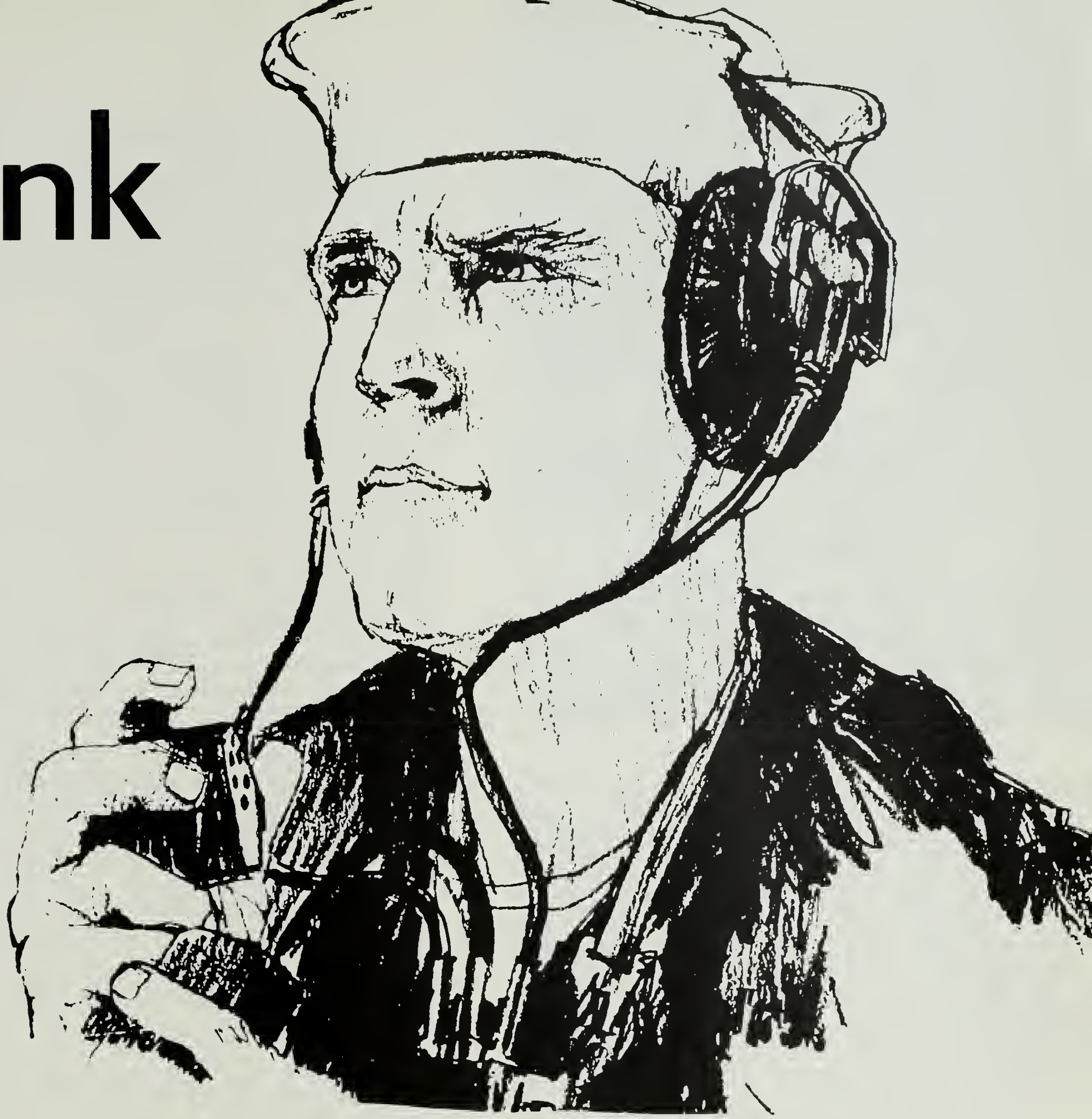
When you take the headset from its storage box, the earphones and coiled lead cord will be draped over the yoke. To put it on, first unhook one side of the neckstrap, pass it around your neck, and hook it back to the breastplate. Next put the phones over your ears, adjusting the headband to a comfortable fit. Be careful not to let the earphones hang by their cords; strain can break the connection. Finally uncoil the lead cord and screw the jack firmly into the jackbox on the bulkhead.

To secure the headset, reverse the procedure. First unplug the lead cord from the jackbox and lay the jack on the deck—carefully. Don't forget to put the cover back on the jackbox; dirt can cause a short circuit if you leave it open. Then coil the lead cord and drape it over the yoke. Take off the earphones and hang them on the yoke. Fold the yoke flat. (Be careful not to put a sharp bend in the mouthpiece cord.) Last, hold the breastplate in one hand and unhook one side of the neckstrap with the other. Wind the neckstrap around the cord and headband a couple of times, hook the strap back to the breastplate, and you've got a neat package.

While you're using the phone, remember that you can't go farther from the jackbox than the length of the lead cord. The connection can be broken if you pull on the cord. And be sure to lay the cord outside traffic lanes and flat on the deck, so no one will trip over it.

Outside noise must be kept out of the circuit. In noisy parts of the ship, it could drown out conversation. When you're using the handset and must stay on the line, it's a good idea to rest the mouthpiece against your chin when you aren't talking, to keep noise off the line. With the headset, if you find it necessary to remove one earphone from your ear to hear what men around you are saying, rest the earphone tight against your head, not pointing away from it.

Link



How to Talk

Now you've got the phones on. How do you use them?

First get the mouthpiece from a half-inch to an inch from your mouth. Then speak loudly and clearly. (Remember, all the energy has to come from your voice.) Don't try to talk with gum or food in your mouth.

Speak slowly—syllable by syllable, especially when you're using long or unfamiliar words. Sound-powered phones aren't a high-fidelity system. Say, "Stand by for re-plen-ish-ment." If you said it fast, the man on the other end of the line would hear something like "Stambyfrepleshmah." Give every syllable equal weight; don't let your voice drop at the end of a sentence.

Learn and use the phonetic alphabet and numbers —Alfa, Bravo, Charlie, Fi-yuv, Niner. Experienced talkers know that the purpose of the phonetic system is not to sound salty; it's to pass the word right.

For instance, let's say you're manning a phone in Damage Control Central and you hear what sounds like this over the line:

"There is a Class Eee fire in Compartment Eee-three-thirtee-A-ell, Frame one-sevenee."

Is it a Class "B" or "C" fire? In the "B" or "C" section of the ship? Is that compartment number 313 or 330? Frame 117 or 170? You can't be sure. Time will be lost getting the answers to those questions and getting a repair party to the scene—and when there's a fire aboard ship, delay means disaster.

But if you get the message like this, it's unmistakable:

"There is a Class Bravo fire in Compartment Charlie

Aviation Machinist's Mate 3rd Class stands watch in Primary Flight Control of USS Tripoli.

Interested in More Information?

Because of limited space, only the basic elements of sound-powered phone operation are discussed in this article.

Many of the specific responsibilities of a talker on a certain circuit can only be learned on the job. But the *Sound-Powered Telephone Talker's Manual* (NavPers 14005-A) contains instructions and exercises that will help in learning many procedures. Your Educational Services Office can order it through regular channels.

For more details on general phone operation, see the chapters on the subject in the seaman's "bibles" —*The Bluejackets' Manual* and *Basic Military Requirements* (NavPers 10054-A).

dash-thuree-wun-thuree-dash-Alfa-Lima, Frame wun-seven-zero."

The repair party can go directly to the fire and put it out without having to ask the talker what he meant by what he said.

But the most important thing for any talker to remember is: Keep your cool. It won't help to know the rules if you panic and forget them.

Procedures

Some procedures will vary, depending on the job your circuit does. But some are standard on any line. If you don't use them, your message won't be understood.

The order of the parts of a message is always HIM-ME-WHAT. When you think about it, it's a natural sequence. Calling a friend, you're likely to say, "Hi, Jim. This is John. What are you doing tonight?" You've acknowledged him, identified yourself, then stated your message. When the phone talker at Damage Control Central calls Repair One Main, he says, "One Main, DC Central. Set Condition Zebra." When One Main has complied, the talker at One Main says, "DC Central, One Main. Condition Zebra is set."

Standard prowords (procedural words) are used in several common situations.

When you haven't understood what another talker said—or just want him to repeat his message so you can be sure you got it right—say, "Say again." Don't ask, "What?" or "Come again?"

When there will be a delay before you can answer a question, say "Wait."

When you've passed a long or involved message and want to repeat it, say, "I say again," then give the message again.

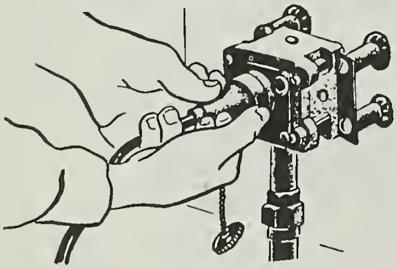
Before you spell a word or name, say, "I *spell*," spell the word in the phonetic alphabet, then say the word again.

To acknowledge a message, you identify yourself and say, "aye, aye." For instance, if you're at One Main and DC Central passes the word to set Condition Yoke, you say, "One Main, aye, aye." (In actual practice, to save time, the second "aye" is often dropped.) Then, of course, you pass the order on to your repair party leader.

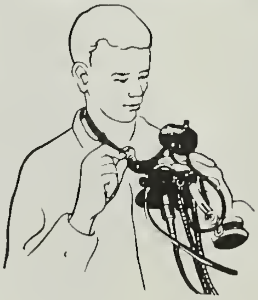
However, you should not confuse "aye, aye" with "affirmative." When you're asked a question which re-

STEPS IN SECURING HEADSET

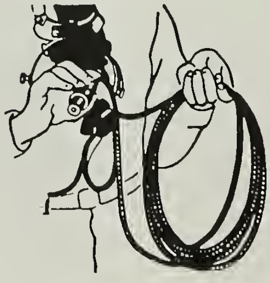
Removing plug from jackbox



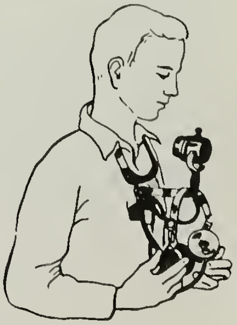
Hanging headpiece on yoke



Coiling lead cord



Unhooking strop from breastplate



quires a yes-or-no answer, identify yourself and say "affirmative" or "negative." (Sometimes you'll hear "That's affirm" and "That's a negats." They're all right if the meaning is clear.)

"Aye, aye" means only that you have received and understood the message, and, in the case of an order, will comply. It doesn't mean "yes" to a question.

Circuit Discipline

Using proper procedure is part of what is called "circuit discipline." Such discipline is familiar to anyone who has talked on a party line. It means keeping order on the line to keep information flowing.

Every circuit will have a control station and an order of precedence of the other stations. When the control station makes a phone check or gives a message to all stations, the others acknowledge in order. It will sound like this:

"All stations, One Main. Set Condition Zebra." "One Alfa, aye." "One Bravo, aye." "One Charlie, aye." And so on down the line, until all stations on the circuit have acknowledged.

If the station just before yours doesn't answer, don't wait more than a second or two before you acknowledge. He can come in at the end.

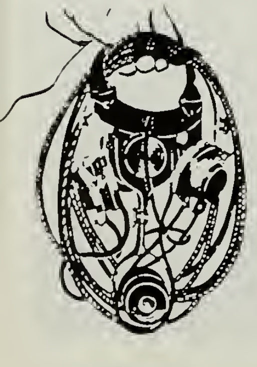
When you go on the line at the beginning of your watch or drill, report "on the line" to your control station. Then whenever you need to go off the line—either temporarily or at the end of the drill—you must request and get permission from the control station.

When the control station talker has a particularly urgent message, he says, "Silence on the line." This is the signal for all stations to stop talking immediately. If you're in the middle of a message, you can resume it after the control station has passed its message.

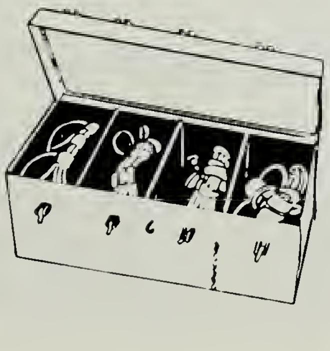
It should go without saying that the phones are only for official messages, not for shooting the breeze. And it shouldn't be necessary to remind talkers not to leave their stations or do anything else without permission.

Sometimes, when you've been sitting for hours on a Condition Three midwatch and nothing but phone checks has happened all night, you might think you've been wasting your time. But in an emergency, you could become the most important man on the ship—if you stay alert and calm, and pass the word *right*.

—Journalist 2nd Class Frank Silvey, USN.



Wrapping neckstrap about cord



Careful stowage of phone is important

Officer directs naval gunfire.

Quartermaster seaman mans station at engine order telegraph.

1/3
1/3
AND
AHEAD
FULL
3
ULL

PBRs

No cakes were decorated, no presents were passed around. Nor were there any assemblages of special guests for the occasion. It was just another day, but a significant one in its own right, marking the third anniversary of U. S. Navy river patrol boats (PBRs) patrolling rivers and canals in South Vietnam.

The first PBR patrols started on 10 Apr 1966 under the administrative command of River Squadron Five and the operational control of River Patrol Force (CTF 116). Their mission: patrol the rivers, estuaries and canals of South Vietnam to interdict the movement of communist supplies and troops and to safeguard friendly traffic on

Navy river patrol boat speeds down Long Tau river. Below: Crewmen of PBR check sampan. Rt: M-14 rifle is put into action against enemy.

make their mark

these waterways. In short it became known as Operation Game Warden.

The initial 11 river patrol boats —the Mark I PBR—were adaptations of fiber glass pleasure craft and by no means appeared as tempered fighters when they first set out to patrol the Long Tau River.

Just as many fledgling outfits suffer growing pains, so did the PBR Force. It faced many difficulties both in mechanical efficiency and effectiveness. But these were overcome one by one through further adaptation, such as stripping most of the armor from the forward twin .50-caliber machine gun mount to increase visibility for the boat's coxswain. To eliminate the need of varied ammunition, the single .30-caliber machine gun aft was replaced with a .50-caliber. Effectiveness was increased by adding the M-18 grenade launcher, then a newly adopted automatic weapon. Soon the PBR became a feared gunship.

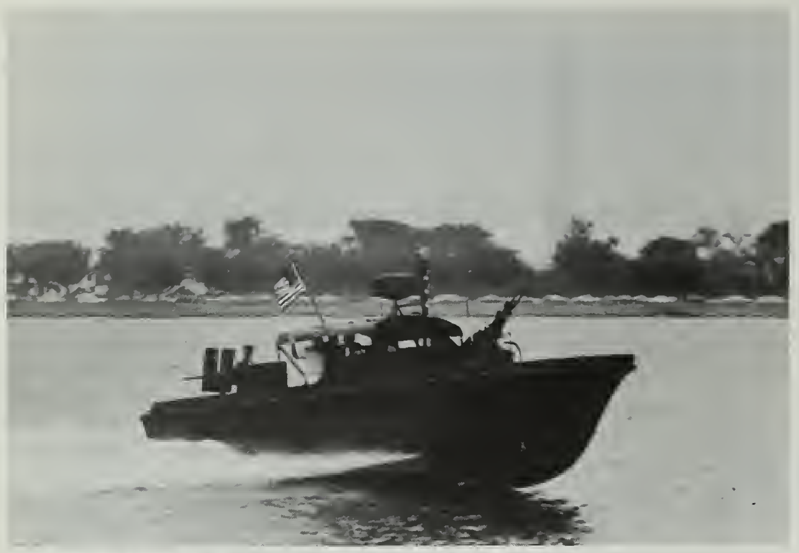
IN SEPTEMBER 1967, THE FORCE received its first Mark II, a faster version of the PBR equipped with larger and improved engine materials, a new electrical firing system for the forward gun and more protective armor. This boat was specifically designed for Vietnam riverine warfare.

Not long after the Mark II PBRs received their baptism, Mark II Alfa patrol boats arrived in South Vietnam. In addition to an even better firing system, these craft are equipped with styro-foam flotation gear which can keep a boat afloat even though bullet-riddled. In the meantime, the Mark Is have been modified to include Mark II equipment.

Today in South Vietnam there are 250 river patrol boats — 130 Mark II and Mark II Alfa and 120 Mark I — situated in the Mekong Delta, the Rung Sat Special Zone, and the I Corps Tactical Zone either on land bases, mobile support bases, or with modified tank landing ships, LSTs. PBR crews are made up of 1600 Navymen assigned to River Patrol Flotilla Five, now the administration command for PBRs. River Patrol Flo-

PBRs move out to join in the attack of an enemy-held village.

tilla Five, a unit of the U. S. Pacific Fleet Amphibious Force, was established on 1 Sep 1968 after River Squadron Five was disestablished.



The new PBR is demonstrated on the Potomac River in 1966.

THE IMPORTANCE OF THE Mekong Delta as the rice bowl of Vietnam is recognized by the River Patrol Force and it therefore operates most of its boats in the delta region.

More than half the Vietnamese population lives in this area, which produces one-half of the country's food supply amid more than 5000 miles of navigable waters. For these reasons, the Viet Cong and North Vietnamese attempt to get food and recruits from delta villages and use the waterways for transportation.

Rockets and PBRs blast enemy gun emplacements.

U. S. Navy river patrol boatmen are a ready group. Left: Gunner's Mate 3rd Class Earnest McGowan with his twin 50s. Below: Quartermaster 1st Class Steward Hickman writes in PBR log and Engineman 3rd Class Ronald Bartelmel takes aim.

The Rung Sat Special Zone, with its northern border 15 miles south of Saigon and its southern border extending into the South China Sea, is another strategic region. Carved through its 406 square miles of dense mangrove swamps and nipa palm, the Long Tau River serves as the main shipping channel from the coast to Saigon. Called the "Forest of Assassins," the area is often used as a refuge by pirates who present problems similar to those created by the enemy. PBR units patrolling the forest operate out of Nha Be. Among these units today are minesweeping craft pressed into action after a U. S. freighter was sunk by enemy mines in May 1966.

There are two river divisions stationed in the northern I Corps Tactical Zone, one near Hue on the Perfume River and one three miles south of the Demilitarized Zone at Cua Viet on the Cua Viet River.

BEFORE THE RIVER PATROL FORCE became a separate command on 1 Feb 1967, its operations were primarily with PBRs. Today, however, the Force consists of UH-1B *Seawolf* helicopter gunships used for close air support, minesweepers (MSBs and MSMs), and SEAL intelligence and reconnaissance specialists.

As the riverine warfare units expanded, the enemy found transit of major rivers almost impossible. They searched out other avenues and began using small motorized sampans and junks to move their war supplies and men on the canals adjacent to the larger waterways. This influenced the Navy to join the River Patrol Force with two other Navy Task Forces and form Operation Sea LORDs, an acronym for Lake-Ocean-River-Delta strategy.

The armada is comprised of monitors, assault support patrol boats, command and control boats, and armed troop carriers from the Mobile Riverine Force (CTF 117); *Swift* boats from the Coastal Surveillance Force (CTF 115); and the various craft and helicopter gunships from the River Patrol Force (CTF 116).

Offshoots of the Sea Lords Operation are Operation Giant Slingshot, Operation Barrier Reef and Operation Tran Hung Dao. These operations stretch across the Mekong Delta from Ha Tien on the Gulf of Thailand to Tay Ninh, 48 miles northwest of Saigon. Their purpose is to cut off communist infiltration of men and arms into the delta and Capital Military District. Reports indicate these campaigns have been successful.

This is the kind of country the PBR was designed to patrol.

Use of the River Patrol Force PBRs is significant in the psychological warfare effort against communism. They carry doctors and nurses to outlying villages and serve as speedy ambulances. They also deliver supplies such as soap, fishhooks, needles and thread to people along the waterways. And their crews use tape-recorded messages and loudspeakers to reach the enemy in an attempt to persuade surrender. As a result of this latter effort, several hundred Viet Cong have switched their allegiance to the national government.

MEN OF THE RIVER PATROL FORCE have not performed unrecognized. In the past three years, two men have earned the Medal of Honor. In addition, PBR crewmen have received more than 6000 medals and awards including six Navy Crosses, nine Legion of Merit Awards, 69 Silver Stars and 681 Bronze Stars. Units of the force have earned two Presidential Unit Citations, one Meritorious Unit Citation, and one Navy Unit Commendation.

In the short time that the "Brown Water Navy" has been in existence, it has written an indelible chapter in naval history.

Navyman watches PBR speed by as it escorts supply convoy upriver.

today's navy

Bull's-eye

Navy parachutist Albert Longenberger can't quite land on a dime. But give him a spot six feet across and he'll hit it.

Jumping in the Interservice Invitational Parachute Meet at Fort Benning, Ga., Aircrew Survival Equipmentman 3rd Class Longenberger landed an average of a yard from the bull's-eye in three jumps to take second place in the advanced accuracy class.

It helped to have a helicopter to jump from instead of a fast-moving plane. But the VP 30 survival instructor's two and a half years of experience made the difference.

"It really is a safe sport," he says. It is for anybody who can land on a tabletop.

LSD Serves as AO

On occasion a ship other than an oiler is called upon to supply another ship with fuel.

Such was the case recently when the dock landing ship USS *Monticello* (LSD 35) was in company with a group of ships in transit from Hawaii to San Diego. What made this instance significant to *Monticello* was that never in her 12 years with the Fleet had she transferred fuel oil to another ship while underway.

To cover the 2300 miles between Pearl Harbor and the West Coast in less than five and one-half days, the ships were steaming hard, using more fuel than customary. Midway in the trip, the destroyer *Waller* (DD 466) neared her minimum fuel level and moved alongside *Monticello* for refueling.

A series of lines and blocks extending from one of the LSD's 50-ton cranes and attached to the fuel hose and two capstans allowed for the movement between the ships by taking up the slack as necessary. Expert seamanship and calm seas contributed to the success of the operation as *Waller* took on more than 60,000 gallons in two and one-half hours, a sufficient amount to complete the trip.

Monticello was serving as flagship for the formation of four destroyers and an amphibious transport dock ship returning to the states after an eight-month deployment off Vietnam.

—LTJG J. R. Loney, USNR.

Kitty Hawk to Bremerton

The attack carrier USS *Kitty Hawk* (CVA 63) is scheduled to change her home port from San Diego to Bremerton temporarily this year.

Official date of the change is 1 August. The ship is to spend nine months in the Puget Sound Naval Shipyard, Bremerton, for a routine overhaul. Then, in spring 1970, her home port will change back to San Diego.

Kitty Hawk's last major overhaul was in 1965 at Bremerton.

The Navy will pay moving costs for crewmembers' families.

Instant School House

The prefabricated sections arrived in Yokosuka from the United States by cargo ship and were further transported overland to the Naval Air Station, Atsugi. There, Seabees of Amphibious Construction Battalion One arranged the sections and connected the plumbing.

Result?

Instant schoolhouse.

Between now and the time when the opening bell rings in the 1969-70 school year this fall, furnishings will be moved in, enough to accommodate 300 students from kindergarten through the sixth grade.

The DOD-sponsored school is expected to be attended by approximately 175 on-station and about 125 off-station students, all of whom will be children of U. S. servicemen.

Cat Chiefs

Two chiefs on the Sixth Fleet attack carrier USS *Forrestal* (CVA 59) have qualified to wear officers' hats—but not the kind with the gold chinstrap.

Their headgear is the flight-deck helmet of a catapult officer, the man in charge of launching all aircraft from prop-driven cargo planes to supersonic jets.

The job is usually reserved for naval aviators, with good reason. It requires knowledge of the flight characteristics of a dozen different planes, complete familiarity with the cat system—and, most important, the ability to make fast, accurate decisions while surrounded by howling jets and scores of people on a windy flight deck.

A mistake in judgment could be fatal to the pilot and others; so besides demonstrating his knowledge, a prospective cat boss must be checked out under close supervision in actual launches. Very few nonpilots could qualify.

In fact, Chief Aviation Boatswain's Mates (Equipment) Donald J. Dapra and C. F. Campbell of *Forrestal* claim that they represent two-thirds of all the Navy's enlisted cat officers. To the best of their knowledge, ABHC William C. Metzler, of *Ticonderoga* (CVA 14), is the only other chief qualified as a cat officer.

—JO3 Mike Crump, USN

CAT CHIEFS—Chief Aviation Boatswain's Mates Donald J. Dapra and (rt.) C. F. Campbell of *USS Forrestal* (CVA 59) are qualified catapult officers.

Mount McKinley Vertrep

The vertical replenishment, when you think about it, is quite a glamorous operation. A noisy chopper hovers expertly over the receiving ship, delivers its cargo, then wheels and beats its way back to get some more. Vertrep is the modern, quick, efficient way to resupply a ship at sea.

To the crewmen on the receiving ship, it's also a grueling, dirty, and sometimes hazardous job. Here's the way it goes, on USS *Mount McKinley* (LCC 7):

"NOW HEAR THIS, MT. MCKINLEY WILL CONDUCT A VERTREP AT 1400 HOURS . . ."

After the word is passed over the 1MC, the wheels of the vertrep are set in motion. Much must be done before the ship will be ready to receive stores.

A list of the needed materials has already been sent to the supply ship. This is usually done 48 to 72 hours ahead of time so that the supply ship can have the requested goods ready for transfer. Then the supplier—in this case USS *Niagara Falls* (AFS 3) — sets a rendezvous time and location.

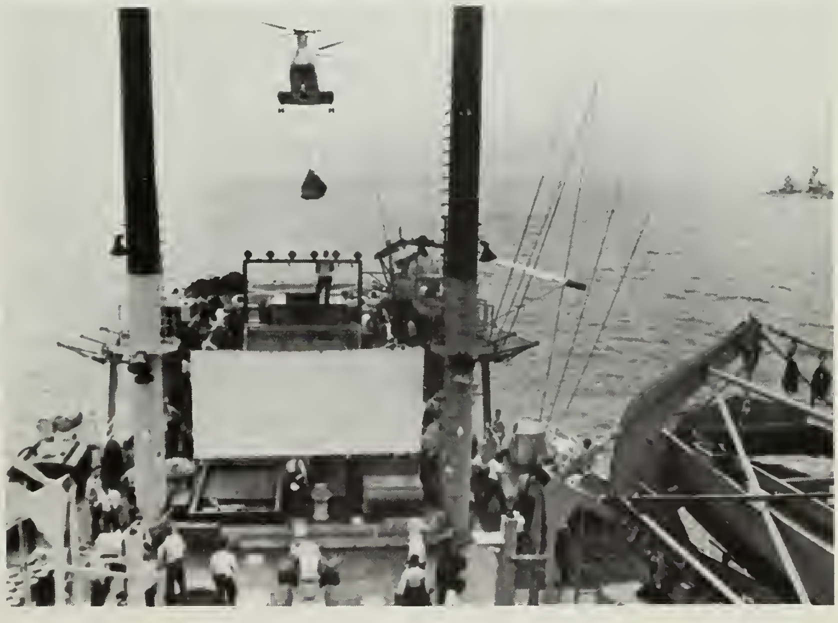
Mount McKinley's crew must make certain that the ship's storage area has adequate room for the incoming supplies. Working parties must be arranged.

Once preparations for the vertrep have been completed, weather becomes an important factor that may cause cancellation of the event. High winds and heavy seas can cause a helo crash, or a man to be blown overboard.

Vertrep has its advantages, as well as its shortcomings. The operation is fast from the standpoint of the actual transfer, but the supplies have a tendency to stack up, since men cannot move the stores as fast as the helo can land them.

Aboard *Niagara Falls*, the requested materials are packed on pallets for quick and easy transfer. When the word is passed that the flagship is ready to receive, the supply ship's helo lifts the first set

GETTING THE GOODS—*Sea Knight* from *USS Niagara Falls* (AFS 3) delivers a load of supplies to *USS Mt. McKinley* (LCC 7) during vertrep at sea.



of pallets from the flight deck and proceeds to transfer them to *Mount McKinley*.

Working parties wait for the pallets to be released from the hovering helo, then drag each pallet away from the flight deck. The unpacking begins. The materials are then broken down into packages small enough to be handled by one man. The "bucket brigade" moves into action.

Butter, milk, paper, spare gun parts; each item goes to the planned stowage area. Pallet after pallet is lowered and stored.

Hours of work are needed to complete the vertrep. But the work really begins after the helicopter has departed. Care must be taken to avoid supplies stacking up on deck. Too many stores on the flight deck can hamper the crew and endanger helo operations.

Finally, after hours of toil, the stacks of supplies have been stowed and the evolution comes to an end. The task, glamorous but not pleasant, is over.

—JO3 Richard Reecht, USN
—PH1 Bill Galligan, USN

SecDef Melvin R. Laird —

On the Subject of Equal Opportunity And Treatment in the Armed Forces

The President's Executive Order on 26 Jul 1948 directed the abolishment of racial segregation in the armed forces and required equality of opportunity and treatment without regard to race, color, creed, or national origin. Substantial progress has been made in removing racial discrimination. No sector in American life has achieved the measure of equal opportunity and treatment that has been realized in the armed forces. The dedicated leadership of countless numbers of men and women in the military service has made this progress possible. I congratulate them.

Much still remains to be done, and it is to this task of removing every vestige of discrimination that I give my personal commitment. This can be achieved only by ensuring that complete equality of opportunity and treatment is not denied to any member of the armed forces because of race, color, religion, national origin or any other irrelevant factor. This equality must be granted in training, education, assignment and promotion, including the opportunity to assume the highest positions of trust and responsibility. I encourage each member of the armed forces to utilize to the maximum the opportunities available for his development.

We must maintain harmonious, cooperative working relationships among military personnel so as to maintain high morale, military effectiveness and combat readiness. I urge all personnel to reject divisive and fragmenting forces and influences in our society which seek to diminish the integrity, unity and strength of our armed forces. We must not permit the irrelevancies of race and color, or any other factor, to divide and weaken us.

It is the responsibility of every member of the military services from the newest inductees to the highest commissioned officer to accept other members on the basis of their individual worth and to assist in extending to all facets and activities of military life—on and off base, on and off duty—the spirit of mutual trust and respect which is manifest when our forces are in combat.

I call upon every installation and unit commander to provide the leadership that will continue to translate the policy of equal opportunity into living and meaningful reality for every man and woman serving our nation in the uniforms of the armed forces.

New Quarters for Great Lakes

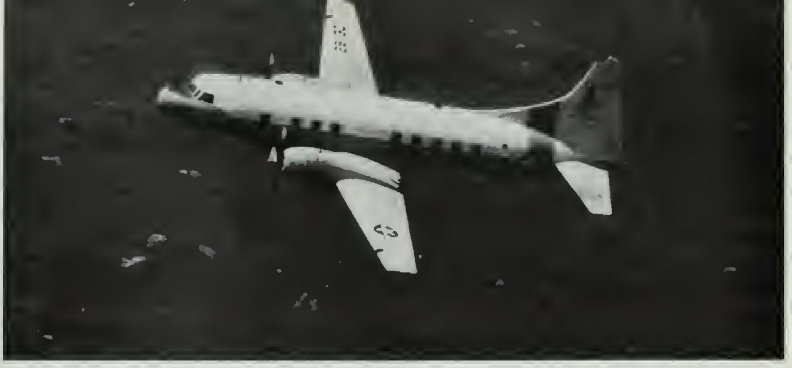
Living along the shoreline of Lake Michigan is a little nicer this summer for Navy men and women assigned to the Great Lakes Naval Training Center.

NTC now has three new three-story barracks and two rehabilitated brick barracks for its staff members.

Newly constructed Barracks 177 and 178 are built of concrete with brick and glass walls. The first floor of Barracks 177, which houses the new Transient Personnel Unit, is about 50 per cent office space. The remaining half of the first floor, together with the second and third floors, berth 388 men in 97 four-man rooms.

Barracks 178 berths 378 men in four-man rooms that have quiet study areas and extra large wardrobe lockers.

The Waves Barracks (Building 179) has the same lines of construction as the other two staff barracks. It accommodates 240 Waves in triple-occupant and private rooms. Some of the more attractive features of the women's quar-



GOOD SHOW—VT 29 at NAS Corpus Christi, Tex., has observed 10 consecutive years of accident-free flight. Above: T-29 on training flight. Below: Student navigators shoot the stars and plot flight.

ters are three TV rooms, washers and dryers, two kitchens and coordinated color schemes.

Colorful draperies brighten the new Wave and Staff barracks which have fully carpeted lounges, modern furnishings and fluorescent lighting.

The two refurbished barracks (Buildings 26 and 27) berth 370 men in one-, two-, three-, and four-man rooms. The improvements include new drop ceilings, partitions for more privacy, new drapes and rugs. Each floor now contains four toilet and shower areas, as well as two lounge and TV rooms. The laundry facilities are located in the basement of each barracks.

These five buildings replace barracks constructed during World War II.

Ten-Year No-Crunch

The automobile should have it so good.

Training Squadron 29 (VT 29) at NAS Corpus Christi, Tex., has observed its 10th consecutive year of accident-free flight operations.

The safespan included some 110,000 hours of flight time and more than 38,000 takeoffs and landings.

It began on 12 Mar 1959 when VT 29, then known as Advanced Training Unit 501, operated patrol planes and transports in pilot training.

Since May 1960, when it became a commissioned squadron under the Chief, Naval Air Advanced Training, VT 29 has provided advanced navigation training for naval aviators and prospective naval flight officers.

Mid East Force

Events in the Middle East during recent years have drawn attention to the operations of a small U. S. force command.

The U. S. Middle East Force currently consists of a destroyer division commander, two destroyers and a flagship. USS *Valcour* (AFG 1), in CONUS for an overhaul the past year, is returning to the Middle East Forces. USS *Norfolk* (DL 1), *Luce* (DLG 7) and *Dahlgren* have rotated during *Valcour's* absence.

With only three ships assigned to this area—22 million square miles of international waters—the Mideast Force is a moving outfit.

The ships rotate independently to the Red Sea, Persian Gulf, coast of Africa, Indian subcontinent and islands of the Indian Ocean.

The primary mission is to show the flag and promote goodwill for the United States.

This has been going on, quietly for the most part, for some 20 years. The visits usually involve official calls, receptions, dinners and luncheons with local business and professional leaders, parties for children and general Navy participation in voluntary community-help projects.

Valcour is a former seaplane tender converted in 1965 for COMIDEASTFOR's use. She is specially configured to embark the MIDEASTFOR Staff headed by Rear Admiral Ed R. King, and to meet the unusual demands of that area. *Valcour* is permanently homeported in Bahrain. Prior to 1965, *Valcour* rotated duty with USS *Duxbury Bay* (AVP 38) and USS *Greenwich Bay* (AVP 41).

Destroyers serve in the MIDEASTFOR area of operations for as long as six months and are relieved on station. Before June 1967 (the closing of Suez), destroyers of the Sixth Fleet met this obligation. Now duty with MIDEASTFOR is considered a regular operational deployment as demanding as a MED or WESTPAC deployment.

It takes destroyers a good month to transit from CONUS to the Indian Ocean via the Cape of Good Hope. Port calls are made in Caribbean, South American and African ports.

Logistic support is coordinated through the Naval Control of Shipping Office located at HMS Jufarr, Great Britain's Royal Navy facilities at Bahrain Island in the Persian Gulf. Fuel, a problem without an oiler in the area, is available in any one of 16 countries in the area.

New Life for Mr. Nhu

Mr. Nhu is a 45-year-old South Vietnamese who lives in a quiet village near the allied military complex at Chu Lai.

He was until recently a fisherman, as the men in his family had

VETERAN GREYHOUND—*USS Waller* (DD 466), veteran of almost 27 years of service, is shown as a DDE firing rocket during exercises in 1960.

been for generations, but now there's something new in Nhu's life. He has graduated from Chu Lai's Industrial Relations Department Training Center and, instead of eking out a living with his nets, Nhu repairs trucks in a Public Works automotive garage.

The Industrial Relations Department branch office in Chu Lai hires Vietnamese workers and trains them in technological skills. Most of the trainees were, like Nhu, fishermen or farmers.

To start the school, qualified civilian instructors were brought from Saigon and Hue and, on 4 Jun 1968, the first classes were convened in a program which was to benefit both the United States forces and the Vietnamese trainees.

From the very beginning, the school had the cooperation of the Naval Support Activity Detachment. Its public works department provided an entire building and most of the school's equipment.

Classes are in session eight hours a day, six days a week, teaching a curriculum which includes telephone repair, carpentry, sheetmetal work, electricity, plumbing, auto mechanics, generator repair, printing and welding. Students also learn the practical aspects of their job in supervised workshop sessions.

When the students graduate, they move into good jobs and receive a higher income both of which impart pride and a sense of accomplishment.

But learning for the student doesn't end with graduation. He continues to receive training on the job where he is taught additional skills. He may also, if he wishes, return to the school for advanced training.

After completing his education at the Training Center and receiving on-the-job experience, the Vietnamese workers are ready to do work that once could be done only by American military men or Korean tradesmen.

Production rates have risen in the shops which employ the center's graduates and, perhaps best of all, the graduates will remain behind at the end of the conflict as a cadre of trained men for industrial operations when they move into the Chu Lai area.

—YN2 Jim Young, USN

Altair Decommissioned

Last of the Navy's stores issue ships, uss *Altair* (AKS 32) was taken out of service in May and has been assigned to the Maritime Administration.

Since her commissioning in January 1952, *Altair* was a member of the Atlantic Fleet Service Force. From 1955 to 1965 she was homeported in the Mediterranean at Barcelona and later at Naples.

During this period, *Altair's* helicopter deck was used to develop the system of vertical replenishment universally used throughout the Fleet today. In addition, the first electronic accounting machine system to be placed aboard a Navy ship was installed in *Altair* in 1959.

Plush Duty for Waller

She's had a part in every fight for almost 27 years. Now she's going out.

But don't sound taps yet for uss *Waller* (DD 466). She's not ready to fade away. In fact, she's really just transferring to instructor duty.

On 1 May, the oldest destroyer —and the last active *Fletcher* class DD—in the Atlantic Fleet went out of regular commission, to join Reserve Destroyer Squadron 30 as a USNR training ship. Scant months before, *Waller* had fired her guns in anger for the last time off Vietnam.

When she was launched 15 Aug 1942, she was named after Maj. Gen. Littleton W. T. Waller, USMC, who was said to have taken part in more engagements than any other officer. In the years since, the destroyer has tried to match the record of her namesake.

Waller was commissioned 1 Oct 1942. By the next January—less than a year after her keel was laid —she entered the Pacific Theater.

A few weeks later, she made the first of many runs up the notorious "Slot" among the Solomon Islands. In March 1943, with Division Commander (later CNO) Arleigh Burke embarked, she led

a raid into enemy waters which resulted in shelling an enemy airfield and sinking two Japanese destroyers. *Waller* got credit for the torpedo spread that blew HIJMS *Murasame* in two.

During the rest of 1943, *Waller* operated in Kula Gulf, took part in the occupation of Vella Lavella, and supported the Bougainville invasion. Then she took convoy and shore bombardment assignments off Guam and Saipan.

In 1944, she got back from a yard period in time to take part in the early stages of the Philippine campaign. One night off Leyte, *Waller* was leading a formation when radar picked up a surface contact: the enemy submarine I-46. *Waller* attacked.

The sub, electing to stay on the surface, opened up with her 3-inch and 25-mm guns. As *Waller*, firing with every available gun, closed to ram, the sub sank stern first.

During the same period, *Waller* underwent two heavy kamikaze attacks, and was credited with destroying 14 enemy planes.

She then escorted convoys and covered minesweepers in the Borneo operations in 1945.

After the Japanese surrender, *Waller* reported to the Yangtze River Patrol Force, and was among the first allied naval units to enter Shanghai in September 1945. She headed home that December, then was placed in reserve in Charleston in January 1947.

Two years later, *Waller* entered the yards for conversion to an escort ship.

Recommissioned 5 Jul 1950, she went back into combat the next year. In Wonsan Harbor, she bombarded the beach with 1700 rounds in 10 days. After a summer of escort duty with training exercises off Okinawa, *Waller* went to blockade and escort assignments along the North Korean coast.

From 1951 to 1968, *Waller* operated with the Atlantic Fleet, making Caribbean and Med cruises —and gathering peacetime laurels. She took the Battle Efficiency "E" and Antisubmarine Warfare "A" awards in 1960 and 1961, and was awarded the Rhode Island Council Navy League trophy as "the most proficient destroyer of the U. S. Atlantic Fleet in the art of antisubmarine warfare" for fiscal 1961. She was redesigned a DD during this period.

Then in September 1968 came another call to battle.

Waller arrived on the gunline off Qui Nhon, South Vietnam, in October and did extensive damage to Viet Cong bunkers and ammunition dumps. Then she moved south to support U. S. troops near Phan Thiet, where her shells so thoroughly routed one VC camp that the spotter said the fleeing enemy "left muddy footprints on my poncho."

Proceeding to Yankee Station, *Waller* escorted *Intrepid* (CVS 11) and *Ranger* (CVA 61).

Her grand total: 12 battle stars for World War II, two for Korea, and two for Vienam.

She's earned her instructor duty.

MAA ON THE JOB—Gunner's Mate 3rd Class Ray H. Henderson checks new men on *USS America* (CVA 66).

LIBERTY DOWN UNDER—As she enters Sydney, Australia for a three-day visit, USS DuPont (DD 941) passes under Sydney bridge.

Septar, Navy's waterborne target craft.

Septar Is Target

VC 6, "The Target Squadron"—better known by its motto of "Skeet for the Fleet"—is proud of the fact that it has introduced one of the Navy's newest targets. Its name is *Septar* and it is a waterborne target used for both ship and aircraft target exercises.

It is an 18-foot fiber glass boat especially equipped for use as a radio-controlled, medium to high speed surface target to be used for both surface-to-surface and air-to-surface gunnery.

Septar is joining the other targets of Fleet Composite Squadron Six, namely the *Firefish* waterborne target, the *QM-56* target tank and the *Ventura MQM-36A* aerial drone.

Larger, better equipped and faster than *Firefish, Septar* has a degree of maneuverability comparable to that of a modern day PT boat, and this is what it has been designed to simulate. It is used to sharpen the Fleet's gunnery at high speed surface targets, so that if the occasion should arise, the Fleet could cope with any threat that a craft such as a PT boat could pose.

The new target boat is capable of remote control operation of eight to ten hours' duration, at speeds of 30 to 40 knots without refueling. The equipment that is used for the remote control can be located either on land, aboard ship or in an aircraft.

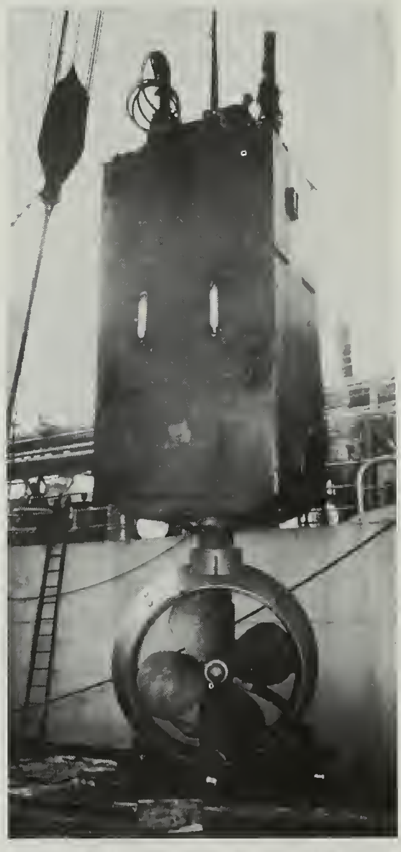
Septar tests have shown a top speed of approximately 45 knots in sea state one. The target craft is powered by a 289-cubic-inch V-8 engine with an inboard-outboard propulsion system. *Septar's* first operational commitment in the Atlantic Fleet is during this year's annual Springboard operation.

Automatic Position Keeping

Is the anchor obsolete?

Not yet. But recent Navy tests of a computer-controlled automatic position-keeping system might indicate that it's only a matter of time.

The system, installed on the research ship USNS *Mission Capistrano* (AG 162) of the Office of Naval Research, has been undergoing tests for the past two years. It has successfully kept the ship in position in deep water, amid strong, gusty winds and high seas.



ON THE SPOT—Computer-controlled automatic position-keeping system is lifted aboard the ONR research ship USNS Mission Capistrano (AG 162).

Mission Capistrano has been used for several years by ONR in Project Artemis, a long-range research program on underwater acoustics. To fulfill her part of the experiments, the ship operates a large sound source underwater—while keeping a precise position.

At first, the 524-foot vessel maintained position by using anchors or tugs, aided by a thruster installed in the bow. But the results were unsatisfactory. Besides, the tugs were limited by weather and were expensive to operate.

Some new way had to be found to keep her in one spot.

The system that was devised is built around two 1250-horsepower electric propulsion units which fit into elevator trunks in the ship. Extending from the bottom of each unit is a seven-foot propeller, pointing horizontally. Since the trunks run through the hull, the propellers can be extended into the water below. The units can rotate in a full circle, to point the propellers toward any point of the compass.

A computer, working with signals received from an acoustic beacon on the ocean floor or from Loran C, determines the ship's deviation from her intended position. Then it turns the propulsion units in the proper direction and activates them to bring the ship back to the right place.

Results of one typical test show how successful the system is. The ship was in 13,000 feet of water, with five-foot seas and 11-foot swells, winds averaging 26 knots and gusting to 35. Her average deviation from the desired position was 142 feet. Peak deviation was 241 feet.

The propulsion units can also be run semiautomatically — the computer keeping the ship on a constant heading, while an operator corrects the position by working a joy stick. Or the operator can choose to control the units manually, with no help from the computer.

The system was specifically designed for *Mission Capistrano's* present research job; nevertheless, it's not hard to imagine uses for it in warships of the future.

It may not replace the anchor. But of course, they never thought steam would replace sails.

New Construction

Here are some of the most recent happenings, construction-wise, in the Fleet:

- A new amphibious cargo ship, uss *Charleston* (LKA 113), has joined the Fleet.

First of her class, the 18,666-ton *Charleston* was commissioned on 14 Dec 1968. Her dual role enables her to carry 200 combat-equipped troops in addition to a 330-man crew. She measures 575 feet, six inches, with an 82-foot beam.

To deliver her cargo and troops, *Charleston* carries 18 LCM-8s and a fleet of small continuous track vehicles.

- Sliding down the ways at San Pedro, Calif., was *Harold E. Holt* (DE 1074), a tribute to Australia's late Prime Minister who placed great emphasis on that country's friendship with the United States.

Twenty-third of the *Knox* Class DEs, she was launched by Dame Zara Bate, D. B. E., of Melbourne, widow of the prime minister

In addition to DE 1074, the U. S. Naval Communications Station at North West Cape, Australia, has been named in Holt's honor.

- The widow of the commanding officer of the submarine uss *Thresher* (SSN 593), lost at sea in 1963, christened the nuclear attack submarine *Flying Fish* (SSN 673) on 17 May at Groton, Conn.

Keel for the 290-foot, 4200-ton boat was laid in June 1967. She is named after the World War II submarine *Flying Fish* which destroyed 58,000 tons of enemy shipping in the Pacific.

At the time of the launching, the Navy had 82 nuclear submarines, 41 attack and 41 *Polaris* missile subs.

- The first ship of a new class of destroyer escorts was commissioned in Bremerton, Wash., on 12 April.

She is uss *Knox* (DE 1052), prototype of 46 planned DEs.

Stretching 438 feet, with a beam of 46 feet, the 4100-ton ship is manned by 15 officers and 205 crewmen.

She is the first ship to bear the name of Commodore Dudley Wright Knox, a naval officer who distinguished himself in battles during the Spanish-American War and World War I. During World War II, he served as a naval historian compiling many of the records now filed in the Office of Naval History in Washington, D. C. The commodore died in 1960.

uss *Knox* has been assigned to Destroyer Squadron 11 and will call Pearl Harbor home port.

USS Hawkbill (SSN 666) enters water during launching ceremonies at San Francisco Bay Naval Shipyard.

Keel is laid for Pensacola (LSD 38).

New Too

Recent Fleet acquisitions include the commissioning of the nuclear powered submarine uss *Sunfish* (SSN 649), at Quincy, Mass.

An attack submarine of the *Sturgeon* class, *Sunfish* has an overall length of 292 feet, a 32-foot beam, and displaces 4060 tons.

The dock landing ship uss *Anchorage* (LSD 36) was commissioned at Norfolk Naval Shipyard, in Portsmouth, Va.

The 13,700-ton *Anchorage* is capable of speeds of over 20 knots. She is 533 feet long.

After fitting out at the Norfolk yard, *Anchorage* will leave for San Diego, to be homeported there as part of the Pacific Fleet Amphibious Force.

Construction of the amphibious assault support ship *Pensacola* (LSD 38) was begun at Quincy, Mass., with the laying of a 58-ton keel section. *Pensacola* will be 555 feet long, have a beam of 84 feet, and displace 13,650 tons. She is scheduled to be delivered in 1970.

Several Doors to Commissions Are Now Open

If you want to get ahead in the world, consider the possibility of obtaining a commission. For enlisted Regular Navymen and Reservists on active duty, there are a number of programs which lead to a commission in the U. S. Naval Reserve.

Here is a rundown on the qualifications for these officer candidate programs and the designators for which applicants are particularly desired:

Officer Candidate School Program: This program provides 18 weeks of officer indoctrination training for selectees at Newport, R. I. Selectees in pay grade E-4 and below are designated officer candidates, and advanced to grade E-5 upon reporting to the U. S. Naval Officer Candidate School.

Selectees in pay grades E-5 and above are designated as officer candidates in their grade.

Staff Corps and Nuclear Propulsion Officer Candidates—Submarine (NUPOC-S) Program OCS graduates receive additional specialized training after they are commissioned.

NUPOC-S appointees must serve for four years after they are commissioned. Other appointees must serve for three years as commissioned officers and all must retain their Naval Reserve commissions for six years.

Applications may be made by men in the following designations: Line Officers—1105, 1105S (NUPOC-S), Restricted Line Officers—1405, 1535, 1615, 1635 and Staff Corps Officers—3105, 5105, 2305.

Officer Candidate (Women) Program: Provides 16 weeks of training at Newport for candidates who, when selected, are designated officer candidates in their pay grades provided they are not lower than E-2.

After the first eight weeks of training, those who successfully complete their studies are commissioned as ensigns of the unrestricted line in designator 1105 or in the Supply Corps in Designator 3105.

All candidates then receive an additional eight weeks of officer indoctrination.

Aviation Officer Candidate Program: Provides pilot training for selectees who are then designated aviation officer candidates and temporarily advanced to pay grade E-5 while taking indoctrination training.

After successfully completing about 16 weeks of AOCS and Primary Flight Training at Pensacola, candidates receive an ensign's commission in the U. S. Naval Reserve.

After completing about 13 to 15 months of flight training, which is given after commissioning, candidates are designated Naval Aviators (1315) and are obligated to serve on active duty for three and one-half years after their designation.

Naval Aviation Officer Candidate: Provides training which leads to final designation as Naval Flight Officer (1325) for selected applicants who are designated officer candidates. These selectees are temporarily advanced to pay grade E-5 during indoctrination training and, after about 16 weeks of training at Pensacola, are commissioned ensigns in the U. S. Naval Reserve (1375). Students then continue in training for assignments as Naval Flight Officer (1325) in multi-engine or jet aircraft.

Those who do not make the grade revert to their original or extended periods of obligated service.

All applicants must be citizens of the United States and those who want Naval Security Group duties (designator 1615) must be citizens by birth and may not have questionable foreign family connections.

Selection for all programs is made from applicants in the following age groups, although the maximum ages shown may be adjusted somewhat, depending on the applicant's active military service. No such adjustments may be made, however, for AOC or NUPOC-S applicants.

Program	Minimum Age	Maximum Age	See Note
OCS	19	27½	1
NUPOC-S	19	26½	1, 3
OC(W)	20	27½	1, 3
AOC	19	26	2, 3
NAOC	19	27½	1, 3

NOTES:

1. Ages as of time of commissioning.
2. Ages as of time of submission of application.
3. Candidates for this program are especially desired.

Applicants for all officer programs must have a baccalaureate degree from a regionally accredited college or university and, in addition, there are special requirements for the following designators:

The NAOC-AI 1635 Program leads to duty in the field of air intelligence. An educational background is desired in forestry, geology, geography, architecture, geodesy, mathematics, automatic data processing or civil engineering.

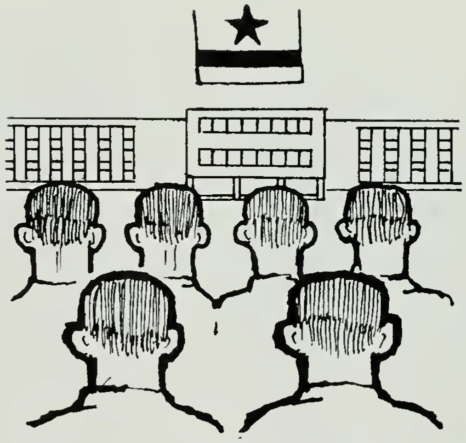
1105 (Nuclear Propulsion Officer Candidates — Submarine): Applicants must have a baccalaureate degree and have had at least one year of college level physics, and also mathematics through integral calculus in which their grade point average cannot have been less than B minus. If you have majored in physics, mathematics or engineering, you must have at least a C average in your technical courses.

Training after OCS consists of Nuclear Power School, Nuclear Power Training Unit and Submarine School. All applicants will be personally interviewed by the Director, Division of Naval Reactors (AEC).

All candidates for officer training must be physically qualified in conformance with the *Manual of the Medical Department* and AOC applicants must be both physically qualified and aeronautically adapted to control aircraft.

The service qualifications are simple. Applicants must be serving on active duty in an enlisted status in either the Regular or Reserve components. They must be entitled to an honorable discharge and, of course, be enlisted.

Complete and official information on the U.S. Naval Reserve Officer Programs which are open to active duty enlisted personnel can be found in BuPers Inst 1120.35D of 4 Apr 1969.



Additional PO3 Exams Scheduled, Future Advancements Will Be in Three Increments

If you didn't make 3rd class on the last test, now you'll only have three months to wait before you can try again.

The PO3 exam, which previously was held only in February and August, will now be given four times a year—in February, May, August and November.

The new quarterly schedule began with the special PO3 test this May. It applies only to the examination for PO3. Tests for PO2 and above will still be held only in February and August.

Advancement from the exam this May was in four increments: June through September.

But from now on, there will be three monthly increments from each test. Men who pass the August exam may be advanced in October, November or December. From the November test, increments will be January through March; from the February exam, April through June; and from the May exam, July through September.

Time-in-grade waivers are still being given. The only grade requirement in most cases is being in pay grade E-3 at the time of the test.

Since regular tests will be three months apart, there will not be late or substitute exams for PO3 in the future.

The new schedule has advantages both for the man and the Navy. It allows the man to advance faster—if he's got what it takes. And it gives the Navy a more even input into the petty officer ranks.

It doesn't mean that it will be easier to make PO3. No matter how often the exams are given, you'll still have to know your rating.

Sheepskins Are In

When you see somebody reading a book at the U. S. Naval Facility, Ramey Air Force Base, Puerto Rico, it's probably a textbook, not a novel.

And when someone in the wardroom mentions the Master's, he's likely to mean the college degree rather than the golf classic.

Nine of the naval facility's 12 officers either have their master's degrees or are working on them. A quarter of the enlisted men have done a substantial amount of college work; several are still taking courses.

Continuing their education has been easy for the NavFac men, since a branch of Inter-American University is on base. But the statistics indicate that if the school weren't there, they would start one themselves.

Sometimes it seems as if every ship and station public affairs office must keep one man busy, day and night, thinking up new kinds of records to claim. Almost every day we receive news releases telling how some ship has broken the record for gallons of ice cream consumed in the mess decks during a cruise, or how it has the most left-handed bos'n's mates in the Atlantic Fleet.

Most of the claimed records would be hard to substantiate. But we doubt that anyone will dispute this first: First man to unicycle "around the world": Lieutenant John E. Mander of Antarctic Development Squadron Six. The squadron says LT Mander did it by riding his one-wheeler in a circle around the geographic South Pole at the U. S. Amundsen-Scott Pole Station.

Quite a few people have circled the world in the same easy way. One, we recall, did it in 36 seconds. But he had an advantage; he was in a motor vehicle.

One-Year Deadline Redefined For Disability Insurance

Hope it never happens, but . . .

If you ever become eligible for special GI life insurance because of a service-connected disability, you may apply for the coverage any time after your separation, but it must be within one year after the Veterans Administration notifies you of your disability rating.

This amounts to a change to the definition of "one year" for purposes of coverage under the special National Service Life Insurance program (NSLI).

Previously, an application had to be submitted within one year after the VA determined the disability rating of the veteran concerned. This meant, in some cases, that part of the year was used up before the veteran knew he had to make a choice.

Henceforth, you still face a one-year deadline to apply for the special NSLI coverage, but the year does not begin until the date of notification that VA clarifies in its letter to you.

In other words, you'll have a few more days or weeks to decide whether you want the coverage.

The VA says that for a disabled veteran to be eligible for NSLI coverage, he must be in good health except, of course, for his service-connected disability.

Special VA insurance under NSLI is available only for members who do not already have NSLI coverage, since no one may hold more than $10,000 of NSLI insurance.

Any insurance purchased under the NSLI special program is in addition to any insurance converted under the Servicemen's Group Life Insurance (SGLI) program.

New Housing

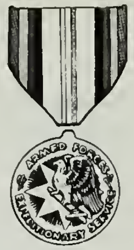
A contract was awarded on 28 Feb 1969 for a new 100-unit family housing project to be constructed at the Philadelphia Naval Base. It is one of several Defense Department-sponsored dwelling "turn-key" projects slated for construction within the next few years.

Award of the first Defense turn-key project for 36 units at the Naval Hospital Oakland was made on 5 Feb 1969.

Construction of the new dwellings in Philadelphia includes the first new officer family housing made available on the base in more than two decades, and the first enlisted family housing to be located within the main portion of the base.

Designed as traditional brick Philadelphia townhouses, the new quarters will provide 60 three-bedroom units for junior officers and 40 four-bedroom enlisted men's units.

Contract completion date is set for January 1970 in Philadelphia and March 1970 in Oak Knoll.



Armed Forces Expeditionary Medal Awarded to Units in Korean Area

THE ARMED FORCES Expeditionary Medal has been authorized by the Chief of Naval Personnel for members of units which served in the South Korean area in early 1968 and some other specified periods.

According to BuPers Notice 1650 of 24 Apr 1969, all members of the armed forces who were attached to the units listed below during the periods given, or any part of those periods, may wear the medal.

Since this award is not for Vietnam service, it does not conflict with wearing of the Vietnam Service Medal. Those who rate the Vietnam medal may wear both it and the Armed Forces Expeditionary Medal, as long as they earned the AFEM for service outside Vietnam.

Commanding officers of eligible units will order the medal from Navy supply channels for distribution to the crew.

For a list of other actions for which the AFEM is authorized, see ALL HANDS, February 1969, p. 61.

If you served in any of the units listed below between 28 January and 22 Mar 1968, you are eligible for the AFEM (or a bronze star on the ribbon, if you've already earned the medal in a previous action).

Commander Anti-Submarine Warfare Group One (Staff)
Commander Anti-Submarine Warfare Group Five (Staff)
Commander Carrier Division One (Staff)
Commander Destroyer Division 42 (Staff)
Commander Destroyer Division 92 (Staff)
Commander Destroyer Division 213 (Staff)
Commander Seventh Fleet (Staff)
Aludra (AF 55)
Arlington (AGMR 2)
Banner (AGER 1)
Blue (DD 744)
Bradley (DE 1041)
Brooke (DEG 1)
Buck (DD 761)
Canberra (CA 70)
Chara (AE 31)
Chicago (CG 11)
Collett (DD 730)
Coral Sea (CVA 43) and Attack Carrier Air Wing 15
Dewey (DLG 14)
Enterprise (CVAN 65) and Attack Carrier Air Wing 9
Everett F. Larson (DD 830)
Fleet Tactical Support Squadron 50
Frank E. Evans (DD 754)
Gurke (DD 783)
Herbert J. Thomas (DD 833)
Higbee (DD 806)
James C. Owens (DD 776)
James E. Kyes (DD 787)
John A. Bole (DD 755)
John R. Craig (DD 885)
John W. Thomason (DD 760)
Kearsarge (CVS 33) and Carrier Anti-Submarine Air Group 53
Lofberg (DD 759)
Lynde McCormick (DDG 8)
Mars (AFS 1)
Navasota (AO 106)
O'Bannon (DD 450)
Ozbourn (DD 846)
Passumpsic (AD 107)
Perkins (DD 877)
Platte (AO 24)
Preble (DLG 15)
Providence (CLG 6)
Ranger (CVA 61) and Attack Carrier Air Wing 2
Rogers (DD 876)
Rowan (DD 782)
Sacramento (AOE 1)
Strong (DD 758)
TACC, Osan AF, ROK
Taussig (DD 746)
Task Group 72.4 (CFAW 6)
Ticonderoga (CVA 14) and Attack Carrier Air Wing 19
Tolovana (AO 64)
Truxtun (DLGN 35)
Walke (DD 723)
Yorktown (CVS 10) and Carrier Anti-Submarine Air Group 55

1 Oct 66—Open
Commander in Chief U. S. Command/ Commander U. S. Forces, ROK
Commander Naval Forces, Republic of Korea
Chief Provisional Military Assistance Advisory Group, Republic of Korea
Chief U. S. Naval Advisory Group, ROK
Navy Complement, Naval Advisory Group, ROK
Military Sea Transportation Service Office, Pusan
Military Sea Transportation Service Office, Inchon
American Embassy, Seoul
Senior U. S. Liaison Attache, Republic of Korea

2 Apr 68—Open
Defense Communication Agency, Republic of Korea

18 Feb 68-8 Jun 68
Communication Package #5

28 Jan 68—Open
ATCU 100A, Ser 09

Regulations on Dislocation Allowances for Navymen Without Dependents Are Clarified

Entitlement to dislocation allowances for Navymen without dependents, when government quarters are inadequate, has been clarified by recent rulings by the Pier Diem, Travel and Transportation Allowance Committee.

According to OpNavInst 11012.2A of 28 Sep 67, government quarters which do not meet minimum standards are declared "inadequate" by the base commanding officer. Servicemen without dependents assigned to the base are not required to live in such quarters, except in case of "military necessity"—that is, when there is no off-base civilian housing, or when the man's duties make it essential for him to live on base.

NavComptNote 7220 of 18 Apr 69 reports the following rulings on entitlement to a dislocation allowance:

A service member without dependents is entitled to a dislocation allowance after he moves to private off-base civilian housing, even though he first occupies inadequate government quarters *temporarily*. This includes occupying inadequate quarters without knowing that they have been declared inadequate, and such occupancy was for a reasonably short period of time, then moving off base when he finds out; or voluntarily living in inadequate quarters for a few days while finding and moving into off-base civilian housing.

However, a member without dependents is not entitled to a dislocation allowance if he occupies inadequate government quarters on a *permanent* basis—whether for a short or long time—and then moves off base.

Also, he is not eligible for a dislocation allowance if he is not assigned government quarters at first, but shortly thereafter voluntarily takes the inadequate housing on a permanent basis. The exception to this rule, however, is the member without dependents who lived in civilian housing and intended to stay, but had to move out because of unusual circumstances beyond his control.

If both husband and wife are in the service, adequate government quarters are not available to either of them, and they live together in private housing, both are entitled to a dislocation allowance as members without dependents.

If a member with dependents chooses not to move his family (although he is entitled to) when he is transferred, he is not eligible for a dislocation allowance as a member without dependents.

If you're in any of the above situations and think you rate a dislocation allowance, check with your disbursing office.

It Pays to Have Ideas

A senior chief engineman has been awarded $1500 for his beneficial suggestion of a hydraulically controlled unit for retrieving landing craft from the water.

Harold I. McHenry submitted his idea in 1968 while serving at the Naval Amphibious Base, Coronado, Calif. After receiving an initial award of $300 last August, his suggestion was reviewed again three months later. It was determined that his design would save the Navy an estimated $412,000 the first year, so the Chief of Naval Operations authorized Senior Chief McHenry's award to be raised $1200.

The chief engineman, now serving aboard the tanker USS *Genesee* (AOG 8), designed the multipurpose retrieving unit to hoist various types of small landing craft. Previous units were not hydraulically operated. Furthermore, they had to be handcrafted since the commercial market offered no standard equipment of this type versatile enough to handle various small boats.

Ideas Are Good Only If Put to Work

What's a good idea worth?

Plenty, if you put it to work, as did Tradevman 1st Class Gerald W. Smidt, who suggested a new computer maintenance program for the Fleet Submarine Training Facility at Pearl Harbor.

The payoff:

- Better maintenance for the school's submarine training devices.
- An improved training program.
- A reduction of 734 man-hours per year.
- Annual savings of $4250 in material.
- A cash award of $415 to Smidt for his beneficial suggestion.

Interested? SecNav Inst. 1650.24A, in your personnel office, provides the pertinent details.

Increase in Diving Pay Goes into Effect

Navy divers, including advanced students, received a 10-dollar-a-month raise in diving pay effective 28 April. Medical Deep-Sea Diving Technicians (NEC 8493) did even better with $20.

The following specialties (with NECs in parentheses) had their diving pay raised from $100 to $110: Man in the Sea (MITS) Diver (5311), Master Diver (5341), Explosive Ordnance Disposal Technician (5332), and Underwater Demolition Team Swimmer/Explosive Ordnance Disposal Technician (5322).

A Diver 1st Class (5342) now receives $100 instead of $90.

Medical Deep-Sea Diving Technician (8493) went from $80 to $100.

The Underwater Demolition Team Swimmer (5321) and Special Operations Technician (8492) got a raise from $80 to $90.

These specialties got raises from $55 to $65: Diver 2nd Class (5343), Underwater Photographer (8136), and Scuba Diver (5345).

Also raised from $55 to $65 was the diving pay for some students. An enlisted man who is performing diving duty under instruction at the Naval School, Deep-Sea Divers, in a course above the level of Diver 2nd Class, may receive $65 a month, unless he is entitled to a higher rate of pay.

The pay raises were announced in Interim Change 29 to the *Department of Defense Military Pay and Allowances Entitlements Manual.*

Here's Your Pay Raise

ALL MILITARY PERSONNEL will receive a 12.6 per cent raise in basic pay effective on 1 Jul 1969. This is the third in a series of three raises provided for in the military pay law passed by Congress in 1967. These raises were designed to keep military pay abreast of pay for other government employees who were scheduled to receive substantial raises in 1967, 1968 and 1969 to bring the civilian salaries up to levels close to those being offered workers in the private sector of the national economy.

This 12.5 per cent raise is the largest across-the-board raise in basic pay voted for the military since the Career Compensation Act was passed in 1949. The new rates for all pay grades are shown in the following table.

Check the Basic Pay Table below:

RANK OR PAY GRADE	NEW TABLE OF ACTIVE DUTY SERVICE PAY, JULY 1969 MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)													
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10*Admiral								$2094.90	$2094.90	$2244.90	$2244.90	$2394.60	$2394.60	$2544.30	$2544.30
O-9 Vice Admiral								1795.80	1795.80	1945.80	1945.80	2094.90	2094.90	2244.90	2244.90
O-8 Rear Admiral (Upper Half)							$1646.40	1724.10	1724.10	1795.80	1874.10	1945.80	2024.10	2024.10	2024.10
O-7 Rear Admiral (Lower Half)							1425.30	1425.30	1496.70	1646.40	1759.80	1759.80	1759.80	1759.80	1759.80
O-6 Captain						$1047.60	1047.60	1047.60	1083.30	1254.30	1318.50	1347.00	1425.30	1546.20	1546.20
O-5 Commander	$715.50	$840.90	$898.20	$898.20	$898.20	898.20	926.10	975.60	1040.70	1118.70	1182.90	1218.30	1261.20	1261.20	1261.20
O-4 Lieutenant Commander	603.60	734.40	783.90	783.90	798.00	833.70	890.40	940.50	983.40	1026.30	1054.80	1054.80	1054.80	1054.80	1054.80
O-3**Lieutenant	561.00	627.00	669.60	741.60	776.70	804.90	848.10	890.40	912.00	912.00	912.00	912.00	912.00	912.00	912.00
O-2**Lieutenant (Junior Grade)	449.70	534.00	641.40	662.70	676 50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50	676.50
O-1**Ensign	386.40	427.80	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00	534.00
O-3 Credited with over 4				741.60	776.70	804.90	848.10	890.40	926.10	926.10	926.10	926.10	926.10	926.10	926.10
O-2 years' active service				662.70	676.50	698.10	734.40	762.90	783.90	783.90	783.90	783.90	783.90	783.90	783.90
O-1 as enlisted members				534.00	570.30	591.60	612.90	634.20	662.70	662.70	662.70	662.70	662.70	662.70	662.70
W-4 Chief Warrant Officer	$571.20	$612.90	$612.90	$627.00	$655.20	$684.00	$712.50	$762.90	$798.00	$826.50	$848.10	$876.30	$905.40	$975.60	$975.60
W-3 Chief Warrant Officer	519.30	563.40	563.40	570.30	577.20	619.50	655.20	676.50	698.10	719.10	741.60	769.80	798.00	826.50	826.50
W-2 Chief Warrant Officer	454.80	491.70	491.70	506.10	534.00	563.40	584.70	605.70	627.00	648.60	669.60	690.90	719.10	719.10	719.10
W-1 Warrant Officer	378.90	434.70	434.70	470.70	491.70	513.00	534.00	555.90	577.20	598.50	619.50	641.40	641.40	641.40	641.40
E-9† Master Chief Petty Officer							$648.90	$663.90	$679.20	$694.20	$709.50	$723.60	$761.70	$835.80	$835.80
E-8 Senior Chief Petty Officer						$544.50	559.80	574.50	589.80	604.80	619.20	634.50	672.00	746.40	746.40
E-7 Chief Petty Officer	$342.30	$410.10	$425.40	$440.40	$455.40	469.80	484.80	500.40	522.60	537.30	552.30	559.80	597.30	672.00	672.00
E-6 Petty Officer First Class	294.90	358.20	372.90	388.20	403.20	417.90	433.20	455.40	469.80	484.80	492.60	492.60	492.60	492.60	492.60
E-5 Petty Officer Second Class	254.70	313.80	328.80	343.20	365.70	380.70	395.70	410.10	417.90	417.90	417.90	417.90	417.90	417.90	417.90
E-4 Petty Officer Third Class	214.20	268.50	283.50	305.70	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00	321.00
E-3 Seaman, Etc.	155.10	216.30	231.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30	246.30
E-2 Seaman Apprentice, Etc.	127.80	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10	179.10
E-1 Recruit	123.30	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80	163.80
E-1 Recruit (Less than 4 months)	115.20														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is $2807.10 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is $1016.10 regardless of cumulative years of service.

Helpful Hints from the Bureau of Customs On the Subject of Gift Purchases Overseas

If you plan to do any early Christmas shopping overseas this year, here are a few helpful hints passed on from the Bureau of Customs.

The rules of the U. S. Customs allow the free entry of gifts up to a value of $10 at retail. There are, however, certain restrictions on gifts, and these you should be aware of before parting with your cash.

For instance, perfumes containing alcohol, or valued more than $1 at retail, as well as tobacco and alcoholic beverages, are not included in the gift provision of Customs rulings and therefore are subject to duty.

Alcoholic beverages may not be sent through the United States mails.

Other restrictions:

The $10 gift provision does not apply to gifts purchased by husband and wife traveling together and sent home to each other, or for members of a group to send home gifts to each other. An item is entitled to duty-free entry only if it is a bona fide gift, completely unsolicited and unpaid for in any way.

Furthermore, the provision does not apply to items you might buy and send home to yourself, even if you intend to give them away later as gifts. A gift, as far as Customs is concerned, must be sent directly to the one who is to receive it if it is to be passed free of duty.

Here's one point to keep in mind. If you have received money as a gift, by law you may not purchase an article with that money and send it to yourself as a gift. The reasoning here is that the money was the gift, not the item purchased.

When you buy an article overseas and make arrangements to have it sent to you in the United States, then that article is dutiable, says Customs. In such cases, neither the $10 duty-free gift exemption nor the $100 duty-free exemption allowed a U. S. resident on his return may be applied.

New Guesthouses Are Added to Navy's Roster

The number of guesthouses and hotel and motel accommodations operated by the Navy has increased sevenfold in the past five years. Today, there are 35 locations (29 Navy and six Marine Corps) around the world where temporary lodging units are maintained for Navymen, their families and bona fide guests.

For an extensive listing of accommodations available that has remained generally unchanged, refer to the February 1968 issue of All Hands. For a quick reference, here's the latest number of units and their locations as provided by the Navy Resale System Office:

Location	Units
NS Adak, Alaska	4
NS Kodiak, Alaska	10
NAS Alameda, Calif.	21
NAF El Centro, Calif.	7
NS Treasure Island, Calif.	2
NAS Cecil Field, Fla.	8
NAS Jacksonville, Fla.	18
NS Mayport, Fla.	18
NTC Orlando, Fla.	22
NAS Whiting Field, Fla.	9
NAS Penascola, Fla.	8
NAS New Orleans, La.	4
NTC Bainbridge, Md.	29
NAS Grosse Ile, Mich.	7
NAS Lakehurst, N. J.	9
NAAS Fallon, Nev.	3
NH Philadelphia, Pa.	6
NAS Quonset Point, R. I.	25
NS Charleston, S. C.	22
NAS Beeville, Tex.	6
NAS Corpus Christi, Tex.	19
NS Washington, D. C.	44
NS Keflavik, Iceland	19
NHA Yokohama, Japan	97
FA Yokosuka, Japan	80
NS Midway Island	6
NS Argentia, Newfoundland	35
NS San Juan, Puerto Rico	103
NS Subic Bay, Republic of Philippines	20

Several additional guesthouses, hotels and motels have been approved by the Chief of Naval Operations, but are not fully operational as yet. These include hotel and motel accommodations at NAS Point Mugu, Calif.; NAS Brunswick, Maine; NAS Moffett Field, Calif.; and NH Oakland, Calif. A guesthouse is planned for NAS Memphis, Tenn.

The average length of stay at any of the accommodations, some of which include mobile homes and cottages, is 12 days. Generally, the maximum occupancy allowed is 15 days, but this may be extended an additional 15 days at the discretion of local commands.

Although accommodations are listed on a first-come, first-served basis, advance reservations are accepted by written request to the Navy Exchange Officer at the naval station concerned. Usually, facilities are open 24 hours a day to receive guests.

Looking into the future, the Navy Resale System Office is investigating the possibility of leasing additional mobile homes to augment their existing guesthouse program.

More than 660 temporary lodging units are now being maintained for Navymen and their families in the guesthouse program.

WELCOME
GUESTS

Perhaps you've heard of firms that send catalogs to individuals in the U. S. inviting orders. Some of them offer to send the goods as gifts. That's fine, except they are not considered as gifts by Customs whether you order the goods to be shipped to yourself or to some other person. To be entitled to the $10 gift provision, the gift must be purchased in another country by you, and it must actually be a free and unsolicited gift.

It is worth noting that the gift provision applies only if the person on the receiving end does not receive more than $10 worth of gifts in any one day. If more than $10 worth of gifts arrive for one person, all are subject to duty. What's more, there would be no exemption for the first $10 worth.

Splitting a single gift, such as a set of china, is taboo to avoid payment of duty. Nor is it advisable to send a combined shipment of gifts to several persons in one package, even though each gift may be valued at $10 or less. It is much safer to send each gift separately.

The declaration you make on the package should state the actual value of the gift enclosed. Customs reminds us that understating the value is fraudulent and subjects the shipment to seizure.

Those are some of the Customs rules. If the value of a gift is more than $10 at retail, duty will be charged; however, the duty is figured on the wholesale value of the goods.

By the way, there is no special provision for Christmas gifts. They, too, are subject to the $10 limitation.

Billets Are Open in Many Ratings for Navymen Volunteering for Vietnam Duty

If you want to be where the action is—and get a lot of extra benefits besides—the Navy has billets open for volunteers for Vietnam duty.

Men in the SK, EN and BM ratings are especially desired. First Class and Chief Petty Officer in certain ratings are needed for challenging responsibilities with the riverine force. Men from all ratings will be considered for general duty.

Why would you want to volunteer for Vietnam? Here are some of the benefits you can receive:

- Preferential consideration for reassignment on completion of your tour.
- Hostile fire pay ($65) for each month or any six days thereof.
- Total exemption of all wages from income taxes.
- Special non-chargeable 30-day leave and free transportation to and from anywhere in the Free World if you extend your tour six months or more.
- 10 per cent interest on savings deposits.
- Transportation of dependents and household goods to any location in CONUS, if you're otherwise eligible.
- Field advancement if assigned to in-country activities designated by ComNavForV.
- Authorized accumulation of up to 90 days' leave.
- Award of the Vietnam Service Medal.
- Award of the Republic of Vietnam Campaign Medal with device.
- Free letter mailing and special customs privileges.

If you're interested, here are more details.

For duty with the PBR riverine force, CPOs and PO1s with at least six years of service are needed in the following ratings: BM, QM, SM, RD, TM, GMG, MN, AB and AO. They will be assigned to duty as needed as boat captains and patrol officers. In addition, CPOs and PO1s in other ratings who are recommended by their commanding officers will be considered for this duty.

For general duty in Vietnam or on Vietnam-based non-rotated ships, volunteers in pay grade E-2 and above are needed in these ratings:

BM, QM, SM, RD, GMG, ET, RM, YN, PC, PN, SK, DK, SH, CYN, DP, CS, MM, EM, EN, DC, SF, EA, CE, EO, SW, CM, BU, UT, DT, HM.

Men in other ratings will be put on the list for consideration, should requirements dictate. Wave volunteers are not desired.

Volunteers should be at least 18, have 16 months of obligated service before transfer from present duty, have a minimum of six months' naval service, be physically qualified, and be recommended by their commanding officer.

In addition, they must have completed two years on sea duty or one year on shore duty, unless recommended for earlier transfer by the commanding officer. However, men in the BM, EN, and SK ratings are required to complete only one year of sea duty to be eligible.

Requests are to be submitted by letter, via the commanding officer and the appropriate Enlisted Personnel Distribution Office, to the Chief of Naval Personnel. Names of qualified men will be entered on the Master Vietnam Volunteer List, from which the men will be assigned as required. Requests will not be acknowledged.

More detailed rules and a sample letter of request are found in BuPers Note 1306 of 24 May 1969.

Seabees Train Vietnamese

Seabees of the 121st Mobile Construction Battalion are teaching their Vietnamese counterparts new ways to use and maintain construction and power tools.

The trainees are absorbed into the Seabee battalion and are subject to the same discipline and receive the same privileges as their American mentors. Each Seabee teacher has a Vietnamese buddy to whom he imparts the secrets of his skills.

When the Vietnamese students arrive, the Seabees usually find them overspecialized in the operation of only one piece of equipment. The Seabees teach them to operate and maintain a variety of machines.

The Vietnamese are enthusiastic students and the Seabees find their counterparts are top quality people who learn quickly and easily fit into their Seabee surroundings.

1000
19
CALIF
69

Your State, Your Car, and You

RULES OF

An automobile may be one of the handiest tools for living a man can acquire. It may also become a real problem when you are a Navyman who can reasonably expect to make a number of moves during your career.

Each change of duty station usually means a transfer to a new state. If you have only yourself and your car to worry about, it's not too bad. But if you're married, it becomes more complicated. If you're going overseas on an unaccompanied tour, you and your wife may each face a set of different car problems. If you're taking your family and car with you, you're faced with another. In any event, it's decisions, decisions, all the way.

For one reason or another, almost every locality has devised a set of rules governing automobiles which vary slightly from the adjacent area. These rules are not really the bewildering hodgepodge you might think. There's a pattern of sorts.

On these pages, we have attempted to discern a central theme among those auto laws which may be significant when you move from one jurisdiction to another and, once that has been established, to point out in the table which follows, the variations on that theme. We have not attempted to discuss the auto laws of foreign countries, nor do we consider special laws relating to trucks, trailers and motorcycles. The relevant rules of the 50 states, plus those of the federal government, are more than enough to keep us occupied.

One point of considerable importance is that of registration.

Loosely defined for this discussion, auto registration refers to the necessary legal steps taken to establish the fact that a car is yours and is licensed to be driven for a given registration year. This usually is done by presenting a bill of sale or certificate of title to the proper authorities who thereupon "register" the car in your name.

If you do not pay cash in full for your car, the lender may hold a lien on the car until your loan is paid. To protect his lien on your car, it is customary for him to retain the certificate of title until the loan is paid, whereupon he turns the title over to you. To establish your ownership of the car, you are given a bill of sale.

One word of caution here: A car without a valid bill of sale or title is well-nigh worthless to you. You can't buy license tags for it, nor can you sell it. You're stuck with a car you can't drive on a public highway.

To resume: Customarily, you apply for your license tags at the same time you register your car and, after a few days' wait, you receive tags and a new registration certificate. This certificate generally must be carried in the car or on your person whenever the car is driven, and must be produced for inspection when requested by competent authority.

All states require that you pay a license and registration fee or tax (the amount varies widely from state to state) and the fact that you did so is shown by the issuance of new license tags and a new registration card. On a given date (which again varies widely from state to state) the validation of the old tags expires and the new tags become current.

All this sounds simple, and is. However, there are complications, many of which revolve around the question of where you legally reside while you are in

THE ROAD

the military service. There's a big legal difference between "residence" and "domicile."

At the risk of oversimplification, you may consider your state of residence as the state in which you are currently living. (And from now on, we're going to call it your "duty state.") In the course of your naval career, it is probable that you will live in any number of duty states. It is not necessary that any one of them becomes your domicile.

Your domicile is the state which you consider to be your permanent home and to which, whenever you are absent therefrom, you intend to return. This may, but need not be, the same as your duty state. As protected by the Soldiers' and Sailors' Civil Relief Act, your home state is your domicile as long as you are on active duty in the armed services. No matter how long you may be physically absent from your home state, you do not lose it as your domicile unless you choose to make some other state your domicile and are physically present in the latter for some "considerable period," depending on the state.

It is legally impossible not to have a domicile, and it is not legally possible to have two domiciles.

And from now on, we're going to call the state of your domicile your "home state."

TO RETURN to the matter of registration:

In January 1966, the Supreme Court clarified portions of the Soldiers' and Sailors' Civil Relief Act on laws pertaining to auto registration and the word on this, relayed to the Fleet in JAG Inst. 5840.5 (ALL HANDS, November 1966), stated that:

- A serviceman who has not registered his car and obtained license plates under the laws of his home state may be required by a duty state to register and license the car under its laws.

This means that when you are ordered to duty outside your home state, you may, if you wish, consider yourself a resident of the duty state for purposes of motor vehicle registration and driver's license. However, if you have current auto registration and driver's license from your home state, you may not be compelled to acquire them in your duty state.

Here you may find it handy to note that many states have special laws which accommodate servicemen who are domiciled in that state, but are temporarily absent on active duty. Such laws may, for example, provide extensions of time or reductions of fees when it is difficult for you to, because of your absence, comply with your home state's motor laws within the time prescribed for other residents. But again, you usually have the choice of registering your car in your home state or in your duty state. Generally, you may not register it in some third state.

Also:

- Your car registration must be renewed annually; deadlines vary by states.
- If you register your car in your home state, all the necessary fees, licenses and taxes must be paid to that state. It's an all-or-none situation. You can't pick and choose which laws you will follow, which fees you will pay. More on taxes later.
- Your operator's permit (driver's license) must be kept up to date.
- If you use license plates and driver's license from your home state, your duty state might require you to display a special tag or sticker, which normally is free or available for a small handling charge.
- If you register your car in your duty state, generally you must comply with all local registration laws, obtain a driver's license from that state, and meet inspection, insurance and other requirements.

ALTHOUGH the Soldiers' and Sailors' Civil Relief Act offers you some protection in regard to motor vehicle laws, it does nothing for your dependents. Your wife, for example, may be required to obtain a driver's license in your duty state, even though the family car bears the registration of your home state.

Of course, it is general practice among the states to permit nonresident drivers to use the highways of a state for a certain period without requiring them to register their vehicles in the state. But there's a time limit, which varies from state to state.

In short, if the car is registered in your wife's name and if she lives with you in your duty state, she usually must obtain a driver's license and register the car locally within a limited period. The same may apply if the car is owned jointly.

STATE LAWS also generally require motorists involved in an accident to file a report. Most states have established a minimum damage cutoff point in which

SOLDIERS' AND
SAILORS' CIVIL
RELIEF ACT

the accident need not be reported to the police, but as this amount is usually quite small ($50 or $100), and it's usually difficult to get involved in any accident for less than this sum, it's wise to play safe and report any accident.

Where death or injury is involved, it is of course absolutely necessary to notify the local police, sheriff or highway patrol by the quickest means available. Under no circumstances should you leave the scene of a major accident without having notified the responsible authorities.

Further, where death, injury or property damage is involved, the safety-responsibility laws of most states require that separate reports be filed within a specified period so that security may be posted for claims arising out of the accident.

You are strongly advised to learn your legal duties in connection with accident reporting. It usually is not good enough to rely on the other driver to make the report or to call the police to investigate at the scene of the accident.

YOU ALSO should understand the financial responsibility laws which apply to your liability for damages due to negligent driving. Basically there are three types of laws now in force throughout the United States.

- Security-type laws require that, following the report of an accident, each driver or owner of the vehicles involved must show his ability to pay any damages which may be charged to him in litigation or negotiations which follow the accident.
- Future-proof laws usually require that a similar showing of financial responsibiilty be made by persons who have been convicted of certain serious traffic offenses or who have failed to pay a judgment against them for damages arising out of an accident.
- Compulsory-insurance laws require that you annually file proof of financial responsibility before and as a condition of vehicle registration.

In all three types of laws, the penalty for failure to comply is usually suspension of the driving privilege and vehicle registration of the persons involved.

Minimum requirements of financial responsibility usually are expressed in terms of the amounts applicable to death or injury of one person, death or injury of more than one person, and property damage, in that order. For example, the amounts might be $5000/$10,000/$5000, respectively. This responsibility is usually taken care of by an insurance policy.

ONE OTHER aspect of financial responsibility laws might well be considered here. "Arrest bond certificates" or similar certificates are available from various automobile associations and are honored in 21 states. Briefly, this is how one of the plans works:

You post your membership card and "arrest bond certificate" with the court. You then may leave the jurisdiction of the court and, if you choose to appear for trial, your membership card and certificate are returned to you or your automobile club. However, if you elect to forfeit your bond and do not appear for trial, the court notifies the automobile club. The club then arranges to pay the forfeit and in return receives your membership card from the court. You then reimburse the automobile club for the amount spent in your behalf, and your membership card is returned to you.

States which accept "arrest bond certificates" of the automobile associations in lieu of cash or surety bonds are: Arkansas, Florida, Georgia, Idaho, Iowa, Kentucky, Louisiana, Maryland, Michigan, Montana, Nebraska, New Mexico, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Utah, Virginia, West Virginia and Wisconsin.

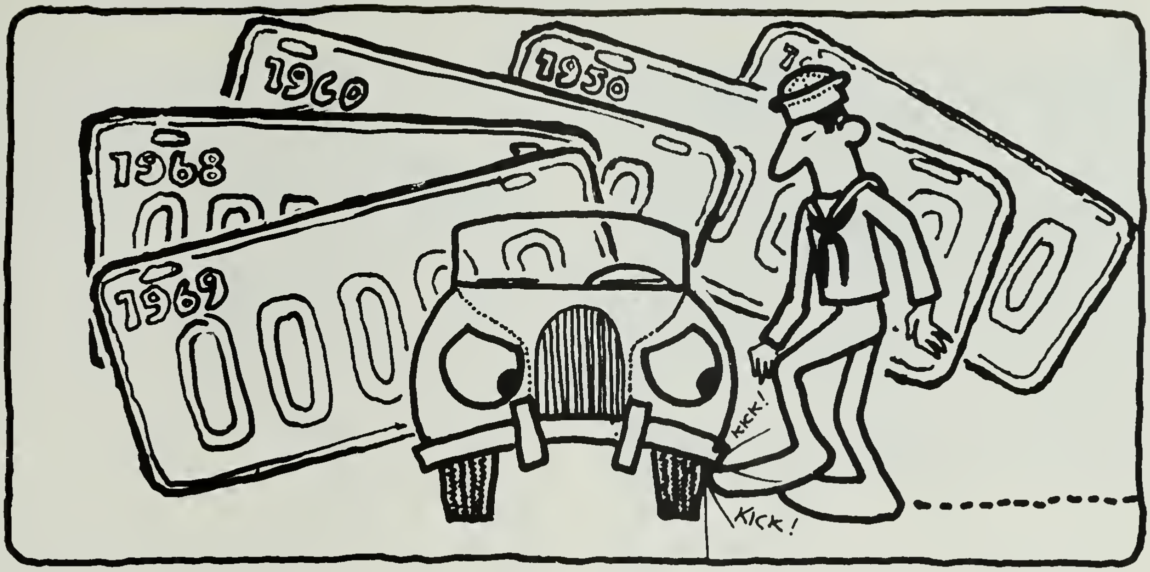
All these states accept the certificates for amounts

Questions on Licenses Issued By Armed Forces

If you have a driver's license issued by the Armed Forces, consider it a permit which identifies you as someone who is authorized to operate a government-owned vehicle on official business. Your military license is not recognized for use in the operation of private passenger cars.

Also, special license plates issued by the U. S. Armed Forces overseas may be used in most states only while traveling from a U. S. port of entry to your home state or duty state. You must then register your car as prescribed by the laws of either state.

If you travel with special overseas plates, you should take care to learn what time limits, if any, apply to the use of the plates in the states you visit.



up to $200, except West Virginia (up to $500) and Montana (up to $100).

States which do not have mandatory acceptance of "arrest bond certificates" may accept them at the discretion of the magistrate who sets bail.

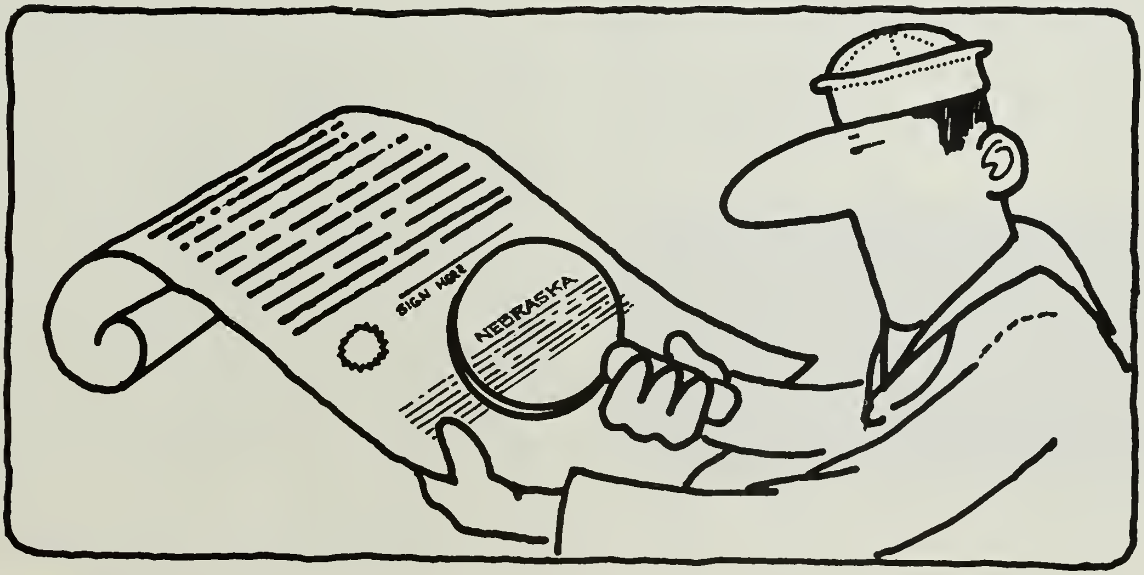
STATE TAX laws usually are based on the taxpayer's residence or "presence" in a state. This is the primary reason Section 514 of the Soldiers' and Sailors' Civil Relief Act was written to protect you from being taxed by two or more states in one year (when, for example, you are domiciled in and pay taxes to one state, but are living in another state on the day that taxes are assessed). Under the Soldiers' and Sailors' Civil Relief Act the sole right to tax your military pay and your personal property remains with your home state when you are absent from that state in compliance with naval orders.

With regard to auto registration in a duty state, you are protected from some local taxes, but generally you must pay any non-revenue-producing tax which qualifies as a license, fee or excise.

But remember that if you own a car jointly with your wife, it usually must be registered in your duty state (assuming that's where you live). And, though it's true that the domicile (home state) of your wife generally is the same as your own, she is considered a separate entity for tax purposes. Therefore, she may be liable for taxes when you are not, and her share of jointly-owned property might be taxed locally.

In other words, personal property taxes, sales taxes and some other kinds of tax may be applicable to your dependents, but not to you. This means that if your wife has an income or owns property in her own right, such as an automobile, she may be liable for taxation in your duty state.

A TIP: Even though you know you should be exempt from local taxation in a duty state, that state's



OPERATOR'S LICENSE

tax authorities may want to question you concerning your liability. For example, you may be asked to prove that you are not domiciled in the state.

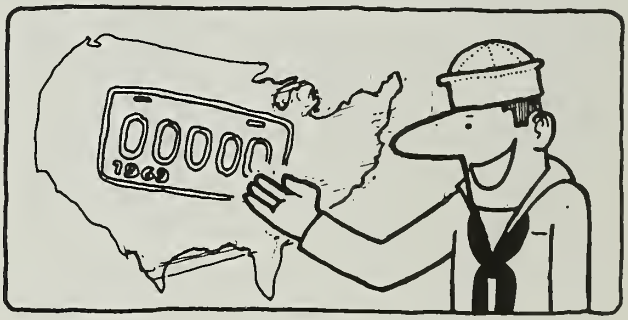
When this happens, cooperation will usually do you more good than harm. If you feel you are being subjected to taxes you should not be required to pay, or are faced with some related legal question, contact your local Judge Advocate or Legal Assistance Officer.

A seven per cent federal excise tax on your foreign auto — whether new or used — may be levied by the U. S. Government when the car arrives in this country. If you are liable for payment of the tax, you must file a Quarterly Federal Excise Tax Return (Form 720) with the Internal Revenue Service on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

This applies only in the case of cars imported on or after 15 Jan 1968. The tax may be levied in each of the following situations:

- Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

- You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a foreign-made car and have it shipped to the U. S. for your personal use, along with your other personal and household goods.



- You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the new (or used) car into the United States after delivery from the foreign dealer.

There is one other set of circumstances under which you may buy a foreign car for shipment to the U. S. and not be required to pay the federal excise tax. In effect, this would be when you are assigned overseas on a permanent change of station, purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped to the U. S. along with your other personal and household goods. In this instance, you bought the car for use during your tour overseas. Your importation of the car into the U. S. would be "incidental" to your personal use of the car at your overseas station. Therefore, you would be exempt from the tax.

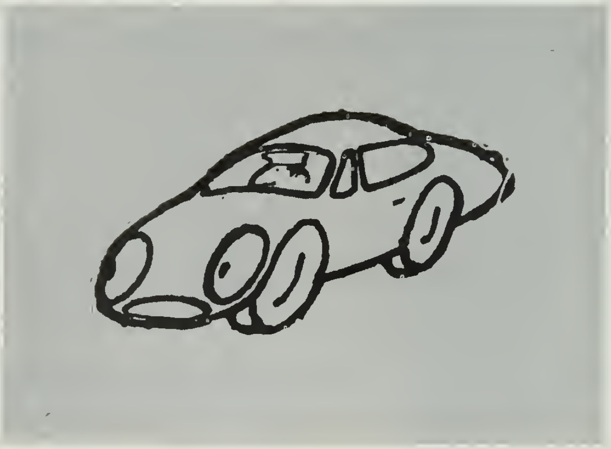
Then there's the National Traffic and Motor Vehicle Safety Act of 1966, which, to the Navyman who can afford a new or almost new car, means that all cars manufactured on or after 1 Jan 1968 must meet strict safety standards before they are driven in the United States. The law applies to all such cars, whether built in the U. S. or manufactured overseas and imported into the U. S. The law established standards in design and construction of brake systems, windshield wipers and defrosters, steering controls and other components essential to safety.

This means the new car you buy overseas must meet the safety standards before it will be permitted entry into the United States. A foreign-built car must bear the manufacturer's permanently-affixed label or tag which certifies compliance with the safety laws. If it doesn't, the Bureau of Customs will see to it the car is not driven in this country.

If the car was manufactured before 1 Jan 1968, you or your agent must make a declaration to this effect before delivery in the U. S. is completed. If the car was manufactured on or after 1 Jan 1968 not in conformity with the safety standards, but later was altered to conform, certification of this must be made by the manufacturer or contractor.

Also, if the car was manufactured on or after 1 Jan 1968 not in conformity with the safety standards, and had not been altered to conform, you must promise to have it modified within 90 days. You may be required to post a bond to make sure you have any needed work accomplished.

If you plan to ship a foreign-made car into the United States, note that the Bureau of Customs has a 12-page pamphlet entitled "Automobiles Imported Into the United States" which, if you write for a copy, may help you save some time, trouble and money. Address your request to: Office of Information and Publications, Bureau of Customs, Washington, D. C. 20226.



Now, for the answers to some most-asked questions on state car laws, here's a table based on the 1969 Digest of Motor Laws, American Automobile Association. Before you check the table, note the following:

Registration — Expiration dates shown include periods of grace observed by some states.

Driver's Licenses — Unless otherwise indicated, the renewal fee is the same as the original license fee.

Accident Reports — All states require that the local police, sheriff or highway patrol be notified immediately of any accident which involves death or personal injury. You also must report an accident if property damage exceeds the amount shown in a given state.

Liability — Minimum requirements of financial responsibility (which generally means how much auto insurance coverage you must have) are shown in abbreviated amounts applicable to (1) death or injury to one person, (2) death or injury of more than one person and (3) property damage. For example, 10/20/5 means (1) $10,000, (2) $20,000 and (3) $5000.

DUTY STATE
STATE REGULATIONS
AUTO INSURANCE
AUTOMOBILE REGISTRATION
STATE OF DOMICILE "HOME STATE"
DRIVER'S LICENSE

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
ALABAMA	15 Nov	$13 plate; .75 issue.	2 years	$4.25; ($4.50 Jefferson Cty.)	No state; city may.	$50	10/20/5
ALASKA	31 May	$30; $15 after 1 Dec.	3 years	$5	State police may at roadside.	$200	15/30/5
ARIZONA	31 Dec	$6.25; $4.75 after 1 Jul.	3 years	$2.50	No.	$100	10/20/5
ARKANSAS	Staggered	$12 to $26 by weight.	2 years	$4	Annual.	$50	10/20/5
CALIFORNIA	31 Dec	$11; $12 for station wagon.	3 years; 4-year renewal.	$3	Spot check.	$100	15/30/5
COLORADO	28 Feb	By weight; $6.50 min.	3 years	$2.25	Every 6 months.	$100	10/20/5
CONNECTICUT	Staggered	$10; $5 after six months.	2 years	$6; $5 examination; $6 renewal.	Annual voluntary; also spot checks.	$200	20/20/5
DELAWARE	Staggered	$20, one year; $11, six mos; $6, three mos.	2 years	$4	Annual.	$25	10/20/5
DISTRICT OF COLUMBIA	31 Mar	$22.50 to $32.50 by weight. One-half reduction after 1 Oct.	3 years	$3	Annual.	"Material damages."	10/20/5
FLORIDA	20 Jul	$14.09 to $38.47 by weight.	2 years	$3	Semi-annual.	$50	10/20/5
GEORGIA	1 Apr	$3 to $15 by weight and age.	2 years or 5 years.	$2.50, 2 years; $5.50, 5 years.	Annual.	$25	10/20/5
HAWAII	31 Mar	¾-cent per pound net weight; $2 plate.	See notes.	$2, 2 years; $4, 4 years.	Annual.	$100	10/20/5
IDAHO	31 Dec	$7.50 to $17.50 by age.	3 years	$6	Annual.	$50	10/20/5

*NOTE: The table of automobile regulations, by States, appearing on these pages, is based on material from the 36th edition of "Digest of Motor Laws" compiled by the American Automobile Association, copyright owners. Permission of the copyright owners has been received to publish this table in ALL HANDS.

Notes	State
No special driver's license arrangements for resident servicemen. Nonresident must register vehicle within 30 days after entering state.	ALABAMA
Nonresident driver's license is valid for 90 days. Nonresident must register vehicle in Alaska if visit exceeds 90 days or immediately after accepting employment.	ALASKA
No special driver's license arrangements for resident servicemen. Nonresident must register vehicle if children enrolled in public school, employment accepted, or stay in state exceeds six months. Nonresident must obtain Arizona driver's license if employed in state.	ARIZONA
No special driver's license arrangements for resident servicemen. Nonresident must register vehicle within 10 days if employed. Tourist may use out-of-state registration for up to 90 days, but must obtain visitor's permit after 30 days. Nonresident must obtain Arkansas driver's license when applying for license plates.	ARKANSAS
Nonresident may drive in state with valid home state registration not more than one year. Noncommercial vehicle owned by active duty serviceman may be operated with home state license plates. Nonresident serviceman is not required to license a trailer coach which is used as a residence and is not moved on the highway. Nonresident over 21 may operate a motor vehicle with valid home state driver's license. Nonresident under 21 on active military duty who has valid home state driver's license may operate a vehicle for up to 60 days after entering state, unless he obtains a California driver's license or nonresident minor's certificate. California driver's license must be obtained within 10 days after establishing residency in state. Serviceman with valid California license on entry into service may use license until 30 days after honorable discharge unless license suspended or revoked.	CALIFORNIA
Nonresident must register vehicle within 30 days after becoming Colorado resident or 30 days after becoming gainfully employed in the state. Nonresident servicemen on duty may retain the current vehicle registration from any other state. Out of state driver's license must be surrendered upon application for Colorado driver's license. Nonresident on active duty in the armed forces, and spouse, may drive in Colorado with a valid home state license. Colorado serviceman on duty out of state when driver's license expires is granted three-year extension, or until 90 days after returning to the state, whichever occurs first.	COLORADO
Nonresident vehicle registration honored on a reciprocal basis; license plates must be purchased within 60 days if residence is established in state. Nonresident working in state for six months must secure Connecticut license and register his motor vehicle. Residents of New England and New York who commute at least once a week to their home state need not register or secure Connecticut licenses. Nonresident driver's license honored on reciprocal basis; visitor's permit not required. Driver's license must be purchased within 60 days if residence is established. Servicemen, residents of Connecticut at the time of induction, will be issued free licenses while in active service and for one licensing period after discharge. Nonresident serviceman stationed in state may use valid out-of-state driver's license. Used motor vehicles registered in Connecticut from out of state are required to be inspected before registered. Connecticut cars 10 years old or more must be inspected before sold or transferred.	CONNECTICUT
Nonresident must register vehicle in Delaware if employment is accepted and children placed in Delaware school. Registration must be secured 90 days after establishing residence. Permanent driver's license available if applicant meets certain qualifications; fee, $10. Nonresident must secure Delaware license within 90 days after establishing residence in state. Serviceman with Delaware license at time of entry into service may drive in state until 90 days after discharge, provided license has not been revoked or suspended and serviceman is not incapacitated.	DELAWARE
Nonresident must register vehicle in D. C. at expiration of time allowed by reciprocity agreement with home state, or when D. C. residence is established. Nonresident's driver's license honored on reciprocal basis. If a serviceman stationed outside the District was a D. C. resident when driver's license was issued, the license is valid for an additional six years after expiration date if the serviceman remains in service outside the District. However, he must apply for such an extension each three-year renewal period.	DISTRICT OF COLUMBIA
Nonresident must obtain Florida vehicle registration immediately upon obtaining employment or placing children in school. Vehicles owned by servicemen stationed in state may be operated on home state registration. Nonresident driver's license honored on reciprocal basis. Visitor must obtain Florida license immediately after becoming resident, accepting employment, or placing children in school. Serviceman may renew driver's license, without examination or delinquent fee, upon presentation within 90 days after discharge.	FLORIDA
Nonresident may operate vehicle on reciprocal basis for 30 days. Nonresident must register vehicle immediately if employment obtained or children entered in local school. Serviceman stationed in state may maintain home state registration. Nonresident not required to obtain Georgia driver's license for 30 days, but must supply proof of driver's license from another state. Driver's license must be secured immediately if employment obtained or children entered in local school or if Georgia license plate is purchased. Georgia serviceman on active duty who held valid Georgia driver's license at time of entry into service has license extended until 90 days after discharge.	GEORGIA
Nonresident must register vehicle in Hawaii within 10 days after arrival. Nonresident may apply for permit to operate motor vehicle up to expiration date of home state registration. Serviceman on active duty in Hawaii may maintain home state registration. Nonresident is permitted to use current home state driver's license for 90 days after which local license must be obtained. This applies to nonresident servicemen. Hawaii driver's license period governed by age of operator. Age 15 to 24, two-year license. Age 25 to 64, four-year license. Age 65 and over, two-year license.	HAWAII
Serviceman stationed in state may maintain out-of-state registration. Nonresident driver's license honored on reciprocal basis. Idaho driver's license must be purchased immediately if Idaho residence is established or gainful employment is accepted. Persons living in state for 90 days are considered residents. Serviceman stationed in Idaho may maintain out-of-state driver's license. Military personnel and dependents claiming Idaho residence and serving elsewhere may renew driver's license by writing Sheriff's Office, county of residence, for regular permit. Examination requirement may be completed upon return to Idaho.	IDAHO

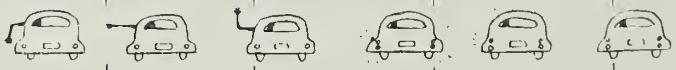
state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
ILLINOIS	31 Dec	$8.35 to $24 by horsepower.	3 years	$8	Trucks only.	$100	10/20/5
INDIANA	28 Feb	$12; $6 after 1 Aug.	2 years	$1.50	Annual.	$50	10/20/5
IOWA	31 Jan	Percentage of list price by age.	2 years	$5	No state; city may.	$100	10/20/5
KANSAS	15 Feb	$10 to $20 by weight. One-half after 1 Jul.	2 years	$3 original; $2 renewal.	No.	$100	10/20/5
KENTUCKY	1 Mar	$11.50; plus $1 clerk's fee.	2 years	$3	Annual.	$100	10/20/5
LOUISIANA	Every two years.	$6; $3 after date plates first used.	2 years	$2.50	Check local requirement.	$100	5/10/1
MAINE	28 Feb	$15; $7.50 after 1 Sep.	2 years	$5	Every six months.	$100	10/20/5
MARYLAND	31 Mar	$20 or $30, by weight.	2 years	$7 original; $2 renewal.	See note.	$100	15/30/5
MASSACHUSETTS	Staggered	$6	4 years	$10 original; $3 examination; $10 renewal.	Twice each year.	$200	5/10; no property damage.
MICHIGAN	28 Feb	$.55 per 100 pounds vehicle weight; $12 minimum. One-half after 1 Sep.	3 years	$6 original; $4.50 renewal.	Spot check.	$200	10/20/5
MINNESOTA	31 Dec	$5.25 to $78.75 by weight.	4 years	$3	Cities may; also spot checks.	$100	10/20/5
MISSISSIPPI	31 Oct	$10 to $20 by weight.	2 years	$2.50 per year.	Annual.	$50	5/10/5
MISSOURI	Staggered	$5 to $37.50 by horsepower.	3 years	$2	Annual.	$100	10/20/2

Notes	State
Nonresident must register vehicle in Illinois at expiration of time granted by reciprocity agreement with home state. Plates must be applied for as soon as residence is established. Nonresident driver's license honored on reciprocal basis if driver age 18 or over. Illinois driver's license must be applied for within 90 days after residence established. Resident serving in armed forces outside continental U. S. need not obtain driver's license for 30 days following return to continental U. S.	ILLINOIS
Nonresident must register vehicle after 60 days. Serviceman on active duty in Indiana may maintain vehicle registration from another state. Indiana serviceman on duty out of state may receive Indiana registration upon request. Nonresident's driver's license is honored. If permanent resdience is established in state, Indiana's driver's license must be purchased immediately. No special licensing arrangements for servicemen. Servicemen given special extension of period of driver's license validity up to four years after entering service or until 30 days after discharge. Does not apply to members of family not in military service.	INDIANA
Nonresident must register vehicle in Iowa if permanently employed in state or residence is established. Reciprocal arrangements with regard to regular commuters and persons seasonally employed. Serviceman on active duty in Iowa may maintain vehicle registration in another state, as may full-time students not employed part-time. Nonresident driver's license from home state honored in Iowa. Iowa license must be purchased immediately if residence is established in state. Expiration date of a serviceman's license held on entry into service may be extended without fee for six months following honorable discharge, provided he is not incapacitated.	IOWA
Nonresident may operate vehicle without Kansas registration on a reciprocal basis with home state; then only until home state registration expires or next January 1, whichever is first. Serviceman on active duty in Kansas may maintain vehicle registration in home state. Kansas serviceman on duty out of state may apply for registration at any time without penalty fee. Nonresident driver's license is honored. Nonresident who is 16 and has a valid license from his home state may operate a motor vehicle in Kansas, provided like privileges are granted by the state of his residence to residents of Kansas. Serviceman on active duty in Kansas may use home state driver's license if home state vehicle registration is also maintained. Kansas driver's license required if operating a Kansas-registered vehicle after 90 days. Licensee from another state, except one in military service, must surrender out-of-state license upon obtaining Kansas license.	KANSAS
Nonresident must register vehicle in Kentucky at expiration of time granted by reciprocity agreement with home state. License plate must be purchased immediately if employed in state or residence is established. Nonresident is permitted to use his home state driver's license on a reciprocal basis. Kentucky driver's license must be purchased immediately if employed in state or residence is established. No special driver's license arrangements for resident servicemen. Kentucky servicemen stationed outside of state may have their vehicles inspected by a post provost or similar officer who must then submit an affidavit of inspection upon application for vehicle registration.	KENTUCKY
Vehicle must be registered in Louisiana if employment is obtained. Nonresident's driver's license is honored. Visitor may use valid home state license for 90 days. Louisiana serviceman's license remains valid during his stay in the service and for 60 days after discharge.	LOUISIANA
Nonresident must register vehicle in Maine at expiration of time granted by reciprocity agreement with home state. Nonresident's driver's license honored on reciprocal basis. Servicemen, in time of war or national emergency, may be licensed without payment of fees.	MAINE
Nonresident must register vehicle in Maryland within 30 days if residence established, employment obtained or temporary residence maintained more than 120 days during the year. Serviceman on active duty in Maryland may maintain home state registration until it expires. Nonresident driver's license honored for 120 days on a reciprocal basis. Maryland driver's license must be secured within 30 days if residence established or employment obtained. Servicemen with valid Maryland license at time of entry into service may use such license while in service and for 30 days after discharge or reassignment to state. Nonresident servicemen may use home state driver's license if vehicle retains home state registration. Motor vehicle inspection law applies to used passenger cars only, upon resale or transfer. Vehicle must be inspected by station under supervision of the Maryland State Police.	MARYLAND
Nonresident must register vehicle in Massachusetts at expiration of time granted by reciprocity agreement with home state. Under Compulsory Insurance Law, \$5000/\$10,000 limits of public liability are required after 30 days. Policy must cover any person who operates vehicle with owner's consent. Plates must be purchased immediately if residence is established. Servicemen on active duty in Massachusetts may maintain vehicle registration in home state. Nonresident driver's license honored on a reciprocal basis. Massachusetts serviceman whose license expires while he is in the military may operate on the license until 60 days after discharge. Nonresident serviceman may use home state driver's license if home state extends expiration date.	MASSACHUSETTS
Nonresident visitor must register vehicle in Michigan after 90 days on a reciprocal basis. Plates must be purchased immediately if residence is established. Serviceman on active duty in Michigan may maintain out-of-state registration. Michigan driver's license must be purchased immediately if residence is established. Nonresident serviceman may use home state driver's license. Resident serviceman's license is valid until 30 days after first military leave following expiration.	MICHIGAN
Nonresident must register vehicle in Minnesota at expiration of time granted by reciprocity agreement with home state. Plates must be purchased within 60 days after permanent residence is established. Serviceman on active duty in Minnesota may maintain out-of-state registration. Nonresident is permitted to use a valid driver's license from his home state, and may drive any vehicle regardless of state of vehicle registration. However, Minnesota driver's license must be secured within 60 days if permanent residence is established in state. License of serviceman remains valid until 90 days after discharge or release if license valid upon entry into service.	MINNESOTA
Nonresident must register vehicle in Mississippi within 30 days. Nonresident must obtain Mississippi driver's license unless a tourist, out-of-state student, seasonal laborer or in the armed services. Mississippi serviceman may renew his driver's license upon return from service.	MISSISSIPPI
Serviceman on active duty in Missouri may maintain out-of-state vehicle registration. Nonresident's driver's license honored on a reciprocal basis. Missouri driver's license must be obtained when Missouri residence is established. Missouri serviceman may renew his driver's license by mail without examination if he is on duty outside the state.	MISSOURI

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
MONTANA	15 Feb	$5.50 or $10.50 by weight.	2 years	$4	No.	$100	10/20/5
NEBRASKA	28 Feb	$9; $4.50 after 1 Jul.	4 years	$1.50 per year.	Annual.	$100	10/20/5
NEVADA	31 Dec	$5.50	5 years; 2 years if age 65 or older.	$3; $1 if age 65 or older.	No.	Report all accidents.	10/20/5
NEW HAMPSHIRE	31 Mar	By weight; $15 minimum.	2 years	$10 original; $5 renewal.	Twice each year.	$100; $50 if uninsured operator.	10/20/5
NEW JERSEY	Staggered	$12 to $30 by weight.	1 year or 3 years.	$4, 1 year; $11, 3 years.	Annual.	$200	10/20/5
NEW MEXICO	2 Mar	See note.	2 years	$3.25	Twice each year; see note.	$25	10/20/5
NEW YORK	Staggered	By weight; $12 minimum.	3 years	$5 original; $3 renewal.	Annual.	$150	10/20/5
NORTH CAROLINA	15 Feb	$11 to $16 by weight; reduced quarterly.	4 years	$3.75	Within 10 days of registration.	$100	10/20/5
NORTH DAKOTA	31 Dec	By weight and age; $10.50 minimum.	2 years	$3	No.	$50	10/20/5
OHIO	15 Apr	$10; reduced quarterly.	3 years	$4	Spot check.	$100	10/20/5
OKLAHOMA	31 Jan	By auto price and age; $7.15 minimum.	2 years	$8 original; $6 renewal.	Annual.	$100	5/10/5
OREGON	Staggered	$10	2 years	$3	No.	Any property damage.	10/20/5
PENNSYLVANIA	31 Mar	$10; $12 for station wagon. Periodic reduction.	2 years	$4	Twice each year.	$100	10/20/5
RHODE ISLAND	31 Mar	$10 to $33 by weight; reduced quarterly.	2 years	$8 original; $5 exam; $8 renewal.	Annual; also spot checks.	Report all accidents.	10/20/5

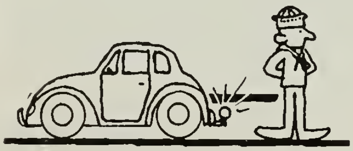


Notes	State
Nonresident must register vehicle in Montana if employment obtained, residence established or children entered in local school. Sixty days are allowed for recreational travel. Nonresident driver's license honored for 90 days. All valid licenses from other jurisdictions must be surrendered when Montana license is issued. Serviceman with a valid Montana license upon entry into service may use such license until 30 days following discharge.	MONTANA
Nonresident must register vehicle in Nebraska upon expiration of time granted by reciprocity agreement with state in which licensed. Nonresident driver's license honored for 30 days. No special driver's license arrangements for resident servicemen.	NEBRASKA
Nonresident must register vehicle in Nevada after home state license plates expire. Servicemen on active duty in Nevada may maintain home state registration. Nonresident driver's license is honored until nonresident's vehicle registration expires in former home state. Serviceman may continue to use his Nevada driver's license while on active duty, regardless of license termination date, but it must be validated. Nonresident serviceman may use out-of-state driver's license if vehicle is registered in another state.	NEVADA
Nonresident must register vehicle in New Hampshire at expiration of time granted by reciprocity agreement with home state. Also reciprocal with regard to nonresident who obtains employment or enters children in local school. Nonresident driver's license honored on reciprocal basis.	NEW HAMPSHIRE
Nonresidents must obtain New Jersey driver's license and automobile registration within 60 days after establishing residence, provided compliance has been made with the license laws of the state of previous residence. Nonresident's driver's license honored on a reciprocal basis. Serviceman with valid New Jersey driver's license upon entry into service may drive on such license until 90 days after discharge, provided evidence of discharge is in operator's possession.	NEW JERSEY
Anyone who operates a vehicle in the state for 30 days or more must obtain New Mexico registration. Registration fees: When car not previously registered for at least a year in any state, $18 plus $2 for each 100 pounds over 2400; when previously registered for one year, $15 plus $1.50 for each 100 pounds over 2400; when previously registered for two years, $12 plus $1 for each 100 pounds over 2400; three years, $7 plus $1 for each 100 pounds in excess of 2400; four years, $5 plus $.50 for each 100 pounds. Quarterly reductions are granted. Nonresidents may use home state driver's licenses. Driver's license issued by another state must be surrendered upon application for New Mexico license. Requirement for vehicle inspection applies to nonresident servicemen.	NEW MEXICO
New York vehicle registration must be obtained within 30 days after becoming a resident. Nonresident driver's license honored on a reciprocal basis. New York driver's license must be obtained within 60 days after establishing residency. Those in military service after 24 Jun 1950 may continue to use New York driver's license until 30 September following either expiration of the New York State Defense Emergency Act, or 60 days after separation from service, whichever occurs first. Those who enter military service after 1 Jul 1963 must notify New York Commissioner of Motor Vehicles within 60 days of entry to qualify for this extension.	NEW YORK
Nonresident must register vehicle in North Carolina at expiration of time granted by reciprocity agreement with his home state and when gainful employment is accepted. Serviceman on active duty in North Carolina may maintain home state registration. Nonresident driver's license is honored on a reciprocal basis. Serviceman stationed outside the state may renew his North Carolina driver's license by mail. The application must be endorsed by the commanding officer and accompanied by a doctor's certificate as to the physical condition of the applicant.	NORTH CAROLINA
Nonresident must register vehicle in North Dakota at expiration of time granted by reciprocity agreement with home state, or if employment is accepted in North Dakota. Nonresident driver's license is honored.	NORTH DAKOTA
Nonresident may operate vehicle without Ohio registration on a reciprocal basis. Nonresident driver's license honored on a reciprocal basis; nonresident serviceman and family may use home state license. Resident serviceman with valid Ohio license when entering service need not renew his license until six months after discharge.	OHIO
Nonresident is permitted 60 days' visiting privileges for auto registration, then must register vehicle in Oklahoma. Visitor must obtain Oklahoma plate immediately if employed in state. Vehicles from out of state to be domiciled in Oklahoma must be registered immediately. Serviceman on active duty in Oklahoma may maintain his home state auto registration or may register his car in Oklahoma for an annual fee of $13.50. Home state driver's license is honored for nonresidents. Oklahoma serviceman on active duty may renew his valid Oklahoma driver's license upon payment of the regular fee.	OKLAHOMA
Nonresident need not register his auto in Oregon until out-of-state registration expires; serviceman on active duty in Oregon may maintain out-of-state registration. Nonresident driver's license is honored in Oregon. Nonresident serviceman may use his home state driver's license, or a driver's license issued by the Armed Forces in a foreign country. The latter is valid only for 45 days after the serviceman returns to the United States. The wives (and husbands) of Armed Forces personnel on active duty in Oregon may drive on valid licenses issued by any state.	OREGON
Nonresident must register vehicle in Pennsylvania at expiration of time granted by reciprocity agreement with home state. License plate must be purchased within 30 days if residence is established. Serviceman on active duty in Pennsylvania may maintain out-of-state registration. Nonresident driver's license honored on a reciprocal basis. Pennsylvania license must be purchased within 30 days if residence is established. Nonresident serviceman may use his home state driver's license regardless of state in which vehicle is registered. Serviceman with valid Pennsylvania driver's license on induction into service may use license without renewal while in active service.	PENNSYLVANIA
Nonresident must register his vehicle in Rhode Island if he has an established place of business in the state and uses the vehicle in that connection. Nonresident registration is otherwise honored on a reciprocal basis. Serviceman on active duty in Rhode Island may maintain out-of-state registration. Nonresident driver's license is honored on a reciprocal basis; Rhode Island license must be purchased within 30 days if residence is established in state. Nonresident serviceman may use home state driver's license if home state vehicle registration is maintained. Resident serviceman may secure a special operator's license in exchange for his valid Rhode Island license at no cost; special license good for term of service and 30 days thereafter.	RHODE ISLAND

state car laws for servicemen

State	Registration Expires	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
SOUTH CAROLINA	31 Oct	By weight; $3.30 minimum.	4 years	$2	Upon registration of used vehicle brought into state.	$100	10/20/5
SOUTH DAKOTA	31 Mar	$13.50 to $79.00 by weight and age. Periodic reductions.	4 years	$3	Annual.	$100	10/20/5
TENNESSEE	31 Mar	$17.75; quarterly reductions.	2 years	$4	Certain cities only.	$100	10/20/5
TEXAS	1 Apr	By weight; $5.30 minimum. Prorated quarterly.	2 years or 4 years	$3, 2 years; $6, 4 years.	Annual; also after accident.	$25	10/20/5
UTAH	28 Feb	$5 plus $1 driver education fund; 60% after 1 Jul.	4 years	$5	Annual or semiannual.	$50	10/20/5
VERMONT	28 Feb	$32; periodic reductions.	2 years	$6	Twice each year.	$35	10/20/5
VIRGINIA	15 Apr	$15 or $20 by weight; periodic reductions.	3 years	$7	Every six months; see note.	$100	15/30/5 See note.
WASHINGTON	31 Dec	$8.60 plus 2 per cent excise tax annually; see note.	2 years	$4 license; $2 examination.	Spot check.	$100	15/30/5
WEST VIRGINIA	30 Jun	$20 to $30 by weight; quarterly reductions.	4 years	$5	Annual.	$100	10/20/5
WISCONSIN	Staggered	$18.15 or lower fee plus $2 if car previously registered.	2 years	$5 original; $2 driver test; $4 renewal.	Spot check.	$100	10/20/5
WYOMING	1 Mar	$7.50; periodic reductions.	3 years	$2.50	Annual.	$50	10/20/5

Notes	State
South Carolina vehicle registration must be obtained within 10 days if residence is established in the state. Serviceman on active duty in South Carolina may maintain out-of-state registration. Nonresident may use his home state driver's license indefinitely provided he maintains a permanent residence address in the home state and the driver's license is valid. Serviceman is permitted 90 days to renew, without examination, a South Carolina license that expires while he is in the service. However, he must have a current license before operating a vehicle. Serviceman who holds a valid license issued by his home state may drive in South Carolina.	SOUTH CAROLINA
Nonresident must register his vehicle in South Dakota within 60 days, on a reciprocal basis. Plates must be purchased immediately if employment obtained or children entered in local school. Serviceman on active duty in South Dakota may maintain home state registration. Nonresident driver's license honored on a reciprocal basis; South Dakota license must be purchased within 90 days if residence is established in state. Nonresident serviceman may use his home state driver's license if he retains home state vehicle registration. South Dakota has special driver's license arrangements for resident servicemen; contact Department of Motor Vehicles, Old Post Office Building, Pierre, S. D. 57501, for details.	SOUTH DAKOTA
Nonresident must register vehicle in Tennessee 30 days from date of entry. Serviceman on active duty in Tennessee may maintain home state registration. Nonresident serviceman and his dependents may use home state drivers' licenses if home state vehicle registration is retained. Resident serviceman with valid Tennessee license on entry into service may use the license until 60 days after honorable discharge. Discharge or separation papers must be in his immediate possession.	TENNESSEE
Nonresident must register his vehicle in Texas at expiration of time provided by reciprocity agreement with home state. Texas registration is not required as long as the nonresident remains a visitor and does not obtain employment. Serviceman may maintain home state registration while on active duty in Texas. No special licensing arrangements for resident servicemen. Nonresident driver's license is honored on a reciprocal basis, nonresident serviceman and members of his immediate family may use home state drivers' licenses.	TEXAS
Person employed or establishing residence in Utah must immediately apply for Utah vehicle registration. Out-of-state vehicles require Utah safety inspection. Serviceman on active duty in Utah may maintain home state registration. Nonresident serviceman may use his home state driver's license if living on base or operating a government-owned vehicle.	UTAH
Nonresident must register his vehicle in Vermont upon expiration of the time provided by reciprocity agreement with the home state. If employment in Vermont is accepted, registration is required after six months. Serviceman on active duty in Vermont may maintain out-of-state registration. Nonresident driver's license is honored on a reciprocal basis. If employment is accepted, a Vermont driver's license must be purchased after six months. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained. Serviceman with a valid Vermont license upon entering the service may continue to use the license until 30 days after discharge. However, the license must be renewed four years from date of expiration.	VERMONT
A nonresident who temporarily resides in Virginia and is employed for 60 days or more must secure Virginia license plates. A serviceman on active duty in Virginia may retain his home state registration. A person who is temporarily employed and temporarily residing in Virginia may use his home state driver's license for 60 days. A nonresident serviceman may use his home state driver's license as long as home state vehicle registration is retained. The driver's license of a Virginia serviceman who is on active duty outside the state is valid until six months after discharge. Such extension shall not exceed two years from the date of expiration on the license. Effective 1 Jan 1970, minimum financial responsibility limits will be $20,000/30,000/5000. Motor vehicle inspection is required immediately after first registration and every six months thereafter.	VIRGINIA
Nonresident must register his vehicle in Washington upon expiration of time granted by reciprocity agreement. A nonresident serviceman on active duty in Washington may maintain home-state registration or obtain Washington license plates without payment of the excise tax. A nonresident is permitted to use his home state driver's license in Washington for 60 days. A nonresident serviceman may use his home state driver's license with his vehicle registered either in Washington or his home state. A resident serviceman may use his Washington driver's license until 90 days after honorable separation from the service.	WASHINGTON
A nonresident must register his vehicle in West Virginia if his stay exceeds 30 days. Special 60-day permits for seasonal employment may be obtained for a $10 fee. Nonresident may use his home state driver's license for 30 days on a reciprocal basis. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained. A serviceman with a valid West Virginia driver's license upon entry into the service may use the license until six months after his discharge.	WEST VIRGINIA
Nonresident must obtain Wisconsin vehicle registration upon expiration of time granted by reciprocity agreement with home state. Serviceman on active duty in Wisconsin may maintain out-of-state registration. Wisconsin resident may receive refund for unexpired registration year upon his entry into active service and the vehicle is taken out of operation. Nonresident driver's license is honored on a reciprocal basis. Nonresident serviceman may use his home state driver's license if home state vehicle registration is retained.	WISCONSIN
Nonresident must register his vehicle in Wyoming 15 days after entry. Wyoming license plates must be purchased immediately if residence is established or employment is obtained. A nonresident vacationing in Wyoming may drive on home state plates for 120 days. A serviceman on active duty in Wyoming may maintain out-of-state registration. A nonresident may use his home state driver's license for 90 days in Wyoming; however, if gainful employment is accepted, a Wyoming license must be secured immediately. Servicemen stationed in Wyoming should check local requirements with regard to drivers' licenses.	WYOMING



Letters to the Editor

THE LAST ONE GOES—USS *Altair* (AK 32), last of stores issue ships, has been taken out of service and assigned to the Maritime Administration.

MUC Combat Question

SIR: Does a bronze "V" combat distinguishing device automatically accompany an award of the Meritorious Unit Commendation?

We received the MUC on board USS *Okinawa* (LPH 3) for, to quote from the citation, ". . . meritorious service during sustained combat operations against enemy forces from 28 April to 31 October . . ."

However, nothing in the citation specified a combat distinguishing device, which makes me wonder if the bronze "V" is in our case an assumed partner of the MUC. Is it?—R. W. G., LCDR, USN.

• *No. The bronze "V" combat distinguishing device is awarded to individuals, not units.*

The revised "Awards Manual" (which is being distributed this year) puts the answer to your question this way: ". . . devices awarded for combat shall be based upon acts or services by individuals who are exposed to personal hazard due to direct hostile actions, or imminence of such action, and not solely upon the geographical area in which the acts or services are performed. . ."

The fact that your ship participated in combat operations was duly recognized when Okinawa *was awarded the Meritorious Unit Commendation. Congratulations.*

For the information of newcomers, the MUC was established in 1967 to recognize valor and meritorious performance under either combat or noncombat conditions. It joins the Presidential Unit Citation and Navy Unit Commendation as authorized unit awards and, for precedence, ranks immediately below the latter.

To earn the MUC, a ship or other unit must perform service comparable to that which would merit the award of a Bronze Star Medal (or achievement of like caliber in a noncombat situation) to an individual.

Generally, those who are permanently assigned or attached to a unit, and who are actually present and participate in an action for which the unit is commended, are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. No medal is authorized for unit awards.—ED.

Japanese Midget Subs

SIR: One of my college instructors recalls reading an article in a Los Angeles newspaper sometime between 1953-1956, concerning Japanese midget submarine activity during World War II. It seems a two-man Japanese sub was found in the Los Angeles River.

I would like to know if Navy records support this story, and what was the extent of Japanese submarine activity along our West Coast during World War II.—C. W., Kent State University, Ashtabula, Ohio.

• *An extensive search of Japanese war records held in our National Archives failed to reveal any information on such a craft.*

During World War II, 11 Japanese I-type submarines operated along the West Coast. Although each submarine carried a scout seaplane, none was fitted out to carry a midget submarine.

Neither U.S. nor Japanese records suggest the possibility of midget submarines operating along the West Coast. The early midget subs, called Mato *or* Ko-Hyoteki, *lacked engines or generators and operated within a limited range under battery power.*

Midget submarines developed later in the war (after 1943) included a four-man type, also named Ko-Hyoteki, *which was intended for use as a defensive weapon; a five-man type, called* Koryu, *which was designed for defending the home islands; and a two-man type, named* Kairyu, *which carried both external torpedoes and a warhead in the bow. Of all these types, the* Koryus *had the longest cruising range (1300 miles).*

But these were not produced until March 1945, and they operated out of bases in the Japanese islands.—ED.

Insignia of Sister Services

SIR: I heard regulations have been relaxed concerning U. S. servicemen wearing foreign awards and the insignia of sister U. S. services. I checked the *Awards Manual*, however, and found it still says no.

I was authorized to wear Ground Observer Corps wings when I was in the Air Force. If there has been a recent revision to the *Awards Manual* which permits me to wear Air Force wings on my naval uniform, I would like to know about it.—LT L. M. W., USNR.

• *Regulations have been relaxed to the extent that United States servicemen are now permitted to wear decorations awarded by the Republic of Vietnam without individual legislative authorization.*

So far as your Ground Observer Wings are concerned, however, the rule is still the same: "Similar qualification insignia of other services or nations shall not be worn on the naval uniform."—ED.

Question About Advancement

SIR: A petty officer 1st class who passes the chief's exam will not be advanced unless there is a CPO vacancy on board his ship.

This is the way it works, says a friend.

I disagree, even though I've been in retirement 15 years and am not fully aware of Navy advancement policies.

True, times have changed, but I find it hard to believe the Navy would adopt a vacancy-by-ship system such as my friend describes. Am I wrong?—F. T. J., GMC, USN (Ret).

• *You're right. The advancement procedure is essentially the same as it was when you made chief; Navywide quotas by rate and rating.*

In brief, those who are qualified and recommended for advancement take the appropriate exams. Those who fail are, of course, out of the running for that advancement cycle.

Those who pass are listed in numerical order by rating and pay grade, with the highest final multiple (exam score plus credits for awards, performance, time in grade and total years' service) at the top.

Over-all (Navywide) vacancies then are filled by advancing those with the highest final multiples within quota limitations for individual rates and ratings. It matters not whether a "vacancy" exists on board a specific ship or station.—ED.

Simon Lake Is Smiling

SIR: We corpsmen of USS *Simon Lake* (AS 33) read with interest your article in the February issue about the success of the men of USS *Charles F. Adams* (DDG 2) with the August 1968 advancement exams.

At that time, we had 13 enlisted men in the medical department of this ship. Of these, six had sufficient time in grade to take the exam for advancement, and all of them were advanced. At the same time, our two medical officers were selected for lieutenant commander.

We realize that, numbers-wise, this isn't too impressive, but percentage-wise, how sweet it is!—T. C. Pogue, HMC, USN.

• *Also, morale-wise, career-wise and dough-wise.*—ED.

Overseas Retirement

SIR: Is a retired Navyman with 30 years of service allowed to establish a residence in a foreign country? My relatives who live on the Auld Sod tell me my retired pay will stretch a lot farther in Ireland.

If permitted to do so, I thought I might try it.—J. J. M., CDR., USN.

• *You can retire any place in the world that suits your fancy, but tell the pay people where you will be so your check can be mailed to you. You can do this by writing to the Navy Finance Center, Retired Pay Department, New Federal Office Building, Cleveland, Ohio 44199.*

You must also write to the Naval Reserve Manpower Center, telling them you are leaving the United States and give your departure date, destination and overseas address and the expected date of your return to the United States.

Retirees living overseas lose out on certain benefits and privileges that are normally available to them in the United States, such as the use of military commissaries and exchanges, and Social Security health insurance benefits which provide for medical care in the United States only. They also lose benefits under the CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) at age 65, when they are eligible for and would receive Social Security hospital insurance benefits if they resided in the United States.

If you need any further information concerning retirement, a BuPers publication called "Navy Guide for Retired Personnel and their Families" (NavPers 15891B) is a good source of information. Chapter Eight concerning retired pay is especially useful.

The publication is available on request from your personnel office.—ED.

Reserve Retired Pay

SIR: Will Reserve officers who retire on 1 Jul 1969 receive retired pay based on the rates of basic pay scheduled to go into effect on 1 Jul 1969? —R. E. K., LCDR, USNR.

• *All active duty, nondisability retirements become effective on the first day of a month. This fact, in itself, does not necessarily determine which pay rates will be used in computing retired pay.*

Under the precedent established by a Comptroller General decision (B-163770 of 15 Apr 1968), officers who retire under the provisions of 10 USC 6323, effective 1 July, are entitled to have retired pay computed under whatever pay rates might be in effect on 1 July. In short, if the scheduled pay increase goes into effect on 1 Jul 1969, these Reserve officers would gain the pay raise.—ED.

USS Steinaker (DD 863) makes tight turn (below).

Decatur Carries on Long Tradition

SIR: About five years ago, I was stationed in USS *Decatur* (DD 936). I enjoyed that duty. Now I'm on shore duty and am wondering what became of her. Can you fill me in?

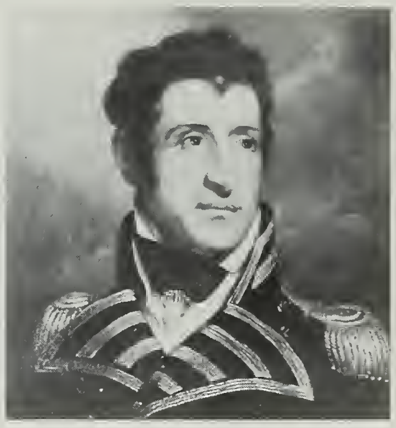
Also, I understand the Navy has had other ships named *Decatur*, but no one I've talked with seems to know what kind and how many. Do you have any such data?—D. E. S., GMT2, USN.

- *Yes, indeed, to both questions. The* Decatur *you knew was the fourth in the Fleet so named. After you left her, she remained in the yards at Boston and was decommissioned in June 1965 for conversion to a guided missile destroyer. She was recommissioned in April 1967 as DDG 31. More on this later.*

The first ship named Decatur *was a 566-ton sloop-of-war, built in New York about 1839. She was 117 feet in length, her beam measured 32 feet, and she carried 16 guns. The ship's speed was recorded as 11 knots. She carried 150 men.*

Decatur *first cruised with the Brazil Squadron. She later served with the African Squadron and with the Home Squadron under Commodore Foxhall A. Parker.*

In 1852, Decatur *was taken out of commission for repairs, and the following year was recommissioned and assigned to a special squadron charged with guarding the fishing interests of the United States in North Atlantic waters.*



Stephen Decatur (1779-1820)
Commodore, U.S. Navy

She next served with the Pacific Squadron and was decommissioned in June 1859. At the Mare Island Navy Yard six years later, the first Decatur *was auctioned off for $5600 in gold.*

The second Decatur*—Torpedo Boat Destroyer 5—was built in Richmond, Va., and launched on 26 Sep 1900. She measured 250 feet in length and 23½ feet at the beam, and displaced 420 tons. She carried four officers and 69 enlisted men, and was armed with two long 18-inch Whitehead torpedo tubes and 3-inch and 6-pounder guns. Her trial speed was about 28 knots.*

This Decatur *served in the Far East with the Asiatic Fleet until 1917. Her most frequent base of operations was Cavite, Philippines.*

*In October 1917, the destroyer arrived in Gibraltar for duty with the U. S. Patrol Squadrons. Throughout World War I she performed patrol and convoy duties in the Atlantic and Mediterranean. (*Decatur *and* HMS Defender *were escorting* HMS Britannia *when the latter was torpedoed by an enemy sub on 9 Nov 1918.)*

Decatur *was taken out of commission at Philadelphia on 20 June 1919. Her name was stricken from the Navy list in September 1919.*

The third Decatur *(DD 341) was constructed at Mare Island and was commissioned in August 1922.*

From September 1923 to February 1937, Decatur *was chiefly engaged in operations along the western seaboard, interspersed by Fleet maneuvers in the Caribbean. She made a cruise to Australia in 1925, visiting Samoa and New Zealand en route. Hawaii was a frequent port of call.*

In 1937, Decatur *reported to Destroyer Squadron 10 at Norfolk, and until September 1941 engaged in midshipman and Naval Reserve training cruises off the east coast. She also conducted neutrality patrols with DesRon 27.*

The third Decatur *was taken out of commission at Philadelphia in July 1945, and was sold for scrap several months later.*

Decatur Number THREE, DD 341, served from 1922 to 1945.

USS Decatur is now serving as guided missile destroyer DDG 31.

The fourth Decatur *(DD 936) was built as a* Forrest Sherman *class destroyer and commissioned at Boston in December 1956. She measured 418½ feet in length and 45 feet at the extreme beam, and carried 22 officers and 289 enlisted men.*

In September 1957, following shakedown training off Guantanamo Bay, alterations in the Boston shipyard, and engineering tests along the east coast, Decatur *became flagship of* DesRon *Eight and* DesDiv *81. She was based at Newport, R. I.*

During the following years, Decatur *participated in NATO maneuvers, spent several tours in the Med, toured the Middle East, and picked up an orbital space capsule of the Project* Mercury *series.*

On 6 May 1964, Decatur *had just completed refueling operations with* Lake Champlain *and attempted to pull away, when a jammed rudder caused the ships to collide.* Decatur *was badly damaged; her entire superstructure on the port side was crushed, her bridge area was a mass of twisted metal. Both of her masts were lost and both stacks bent.*

Fortunately, only one casualty was reported. The conning officer, Lieutenant (jg) Charles A. McKenna, had an injured hip (he since has recovered).

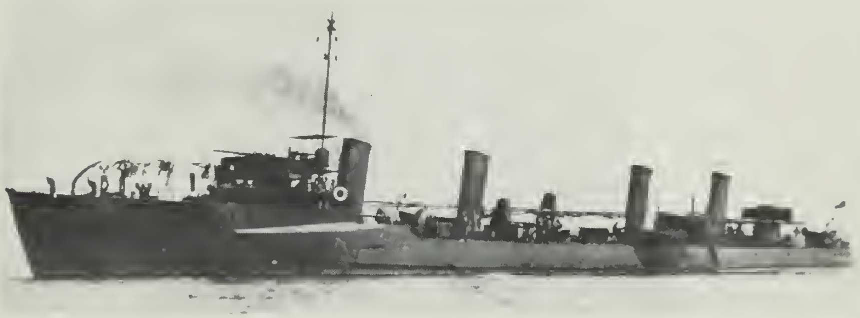
Decatur *was able to move under her own power, but the following day made the final leg into Norfolk under tow (the Fleet tug* USS Shakori, *ATF 162, towed* Decatur *into port). The destroyer tied up alongside the tender* USS Shenandoah *(AD 26) and received temporary repairs.*

The damaged DD returned to Newport (under her own power) on 22 May 1964. On 15 July, she moved to the yards at Boston and later was placed in reserve and designated for conversion to a DDG.

Recommissioned on 29 Apr 1967, Decatur *(DDG 31) now is homeported in Long Beach and has been serving in* WESTPAC *with the U. S. Seventh Fleet. These are her statistics since recommissioning: 420 feet in length; 45 feet at the beam; 4000-ton displacement (full load); 350 officers and enlisted men. Her armament includes* Asroc, Tartar *missiles and a 5-inch/54-caliber gun.*

Of course, the man after whom the Decaturs *were named was Commodore Stephen Decatur, who in 1798 received a midshipman's warrant at age 19. He made his first cruise in the frigate* United States, *and when he was 25 received a captain's commission and command of* Constitution. *He later served on the Board of Navy Commissioners (November 1815 until his death in March 1820).*

That brings you (and us) up to date on the subject of Decatur.—ED.



Decatur Number Two was a torpedo boat destroyer.

DD 936, Decatur Number FOUR, served as DD from 1956 until conversion

Insurance and Allotments

SIR: Perhaps you could help me answer two questions on finances.

When I went into the Navy during World War II, I remember paying for my NSLI insurance. At that time I was USNR-V6. Was this insurance made free for Regular Navy members?

Since World War II, have family allotments been stopped for PO2 and above? I know they were stopped for PO3 at one time in my career.

—F. A. G., BMC (Ret).

• *Both insurance and family allotments have been changed several times since the war.*

To answer your first question: National Service Life Insurance (NSLI) was not free for any members of the service during World War II. Then, in 1951, NSLI was replaced by the so-called "free insurance" program. No more NSLI was issued after that time, except in disability cases. However, active-duty members who held NSLI were given the opportunity to put it under waiver—that is, keep it in force, but let the government pay the premium.

Free insurance ended in 1957. However, anyone who came in before 1951 and held NSLI still had the option to let the government pay for it. Then when a member who had NSLI under waiver retired, he had the choice of dropping the insurance or paying the premiums himself.

As you can see, Chief, insurance is a complicated business. Your best bet would be to check with your nearest VA office to find out the status of your NSLI.

Now for your second question. Since before World War II, family allotments have never been stopped for PO2s and above. But they have been changed several times, and the status of PO3s has also changed.

At the beginning of World War II, a Married Allowance for Quarters (MAQ) was being given to married members in pay grades E-5 through E-7. In 1942, the Dependents' Assistance Act established family allowances for all pay grades; but E-5s and above could choose between MAQ and family allowances.

The Career Compensation Act of 1949 repealed both MAQ and family allowances, and replaced them with the Basic Allowance for Quarters (BAQ). E-4s (with over seven years' service) and above were eligible. The next year, the Dependents' Assistance Act of 1950 extended BAQ to the lower pay grades and required mandatory allotments for all grades.

The mandatory allotment requirements were changed and BAQ rates were revised effective 1 Jan 1963. Under these provisions, which are still in effect, E-4s (over 4) and above are no longer required to maintain allotments to dependents in order to qualify for BAQ. E-4s (under 4) and below still must allot specific minimum amounts to their families to qualify. —ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *New Mexico* (BB 40) — The 12th reunion will be held 4 October in the Gold Room of the Hanalei Hotel, San Diego, Calif. Contact Amadeus Bible, 4929 Dafter Place, San Diego, Calif. 92102.

• USS *Indianapolis* (CA 35) — The third survivors' reunion will be held 31 July through 2 Aug. 1970 in Indianapolis. Contact Giles G. McCoy, 514 E. Spring St., Boonville, Mo. 38829 for details.

• *NAS Willow Grove* — Plans its second reunion for September for all Navy and Marine stationkeepers who served between 1946 and 1956. Contact NAS Willow Grove Alumni Association, P. O. Box 825, Richboro, Pa. 18954.

• *Underwater Demolition Teams Three and Four* — A reunion of World War II members will be held in Benton Harbor, Mich., 3-10 August. Contact Robert M. Wood, 62 Grant Ave., Brockton, Mass. 02401 for details.

• *80th Battalion Seabees* — A reunion is planned for September in New York City. Contact Isaac G. McNatt, 848 St. Nicholas Ave., New York, N. Y. 10031 for details.

• USS *Raymond* (DE 341) — It is proposed to hold a reunion of the men who served in *Raymond* during and after WW II. The reunion will be held at a time and place determined by mutual consent. Contact I. A. Castelli, 10 Mantle Drive, Whitesboro, N. Y. 13492.

• *Wave Training Station, Milledgeville, Ga.* — Members of the ship's company who served between 1942-45 are urged to attend the reunion to be held 1-3 August at Denver, Colo. Contact Jessie Summers, 1738 Meade St., Denver, Colo. 80204.

• USS *Medusa* (AR 1) — The annual reunion and picnic will be held August 17 in Peck Park at Western Ave., San Pedro, Calif. Contact M. A. Moss, 3530 Gardenia Ave., Long Beach, Calif. 90807 for details.

Retirement Points

SIR: Your article, "Continuing Your Education by Letter," (ALL HANDS, April 1969, pp. 50-54), says that retirement points are not credited to Reservists on active duty. The base personnel office disagrees. Could you clarify this?—G. M. L., LTJG, USNR.

• *We're afraid you misunderstood us.*

The article said that retirement points for naval correspondence courses *are not credited to Reservists on active duty.*

Of course, active duty Reservists do accrue points — one point for every day of active duty. But they don't get points for correspondence courses; only inactive Reservists do.

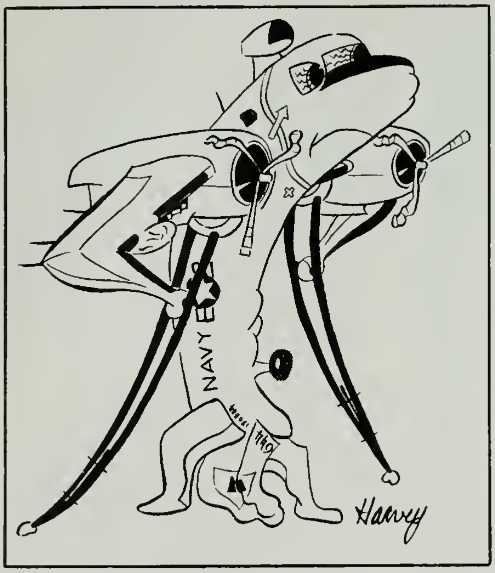
For that matter, Reservists on inactive duty training or active duty for training can't get points for courses either.

If a Reservist submitted a lesson of a correspondence course on his drilling day, he would not be credited with retirement points for that lesson.

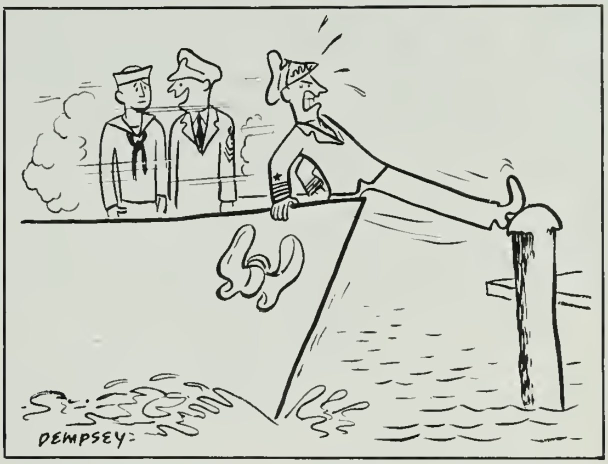
We won't try to explain the whole retirement point system here. It would take several pages — as it does in the "BuPers Manual," Section H-31307.— ED.

page 63

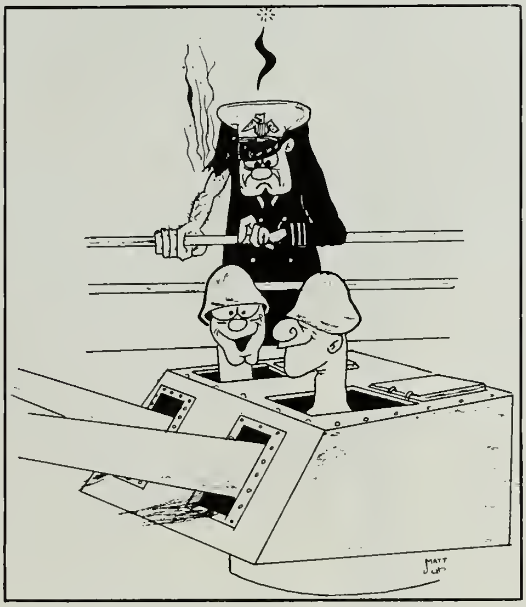
Terry E. Harvey, RM2, USN


NAVY
Harvey

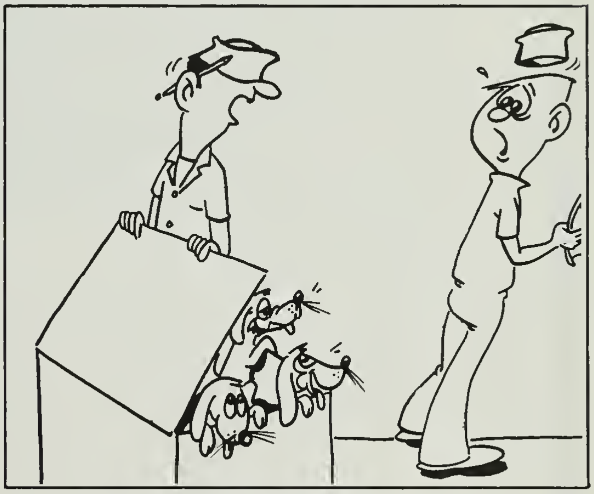
"And the last thing I remember is the pilot saying to the copilot, 'Let's go down for a closer look at the beach.' "



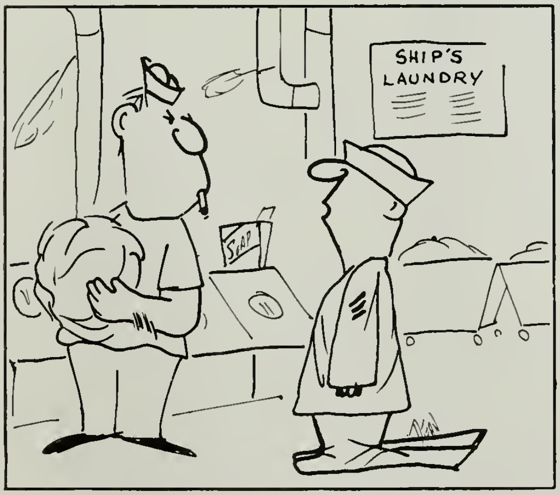
"Captain's never made a bad landing yet!"



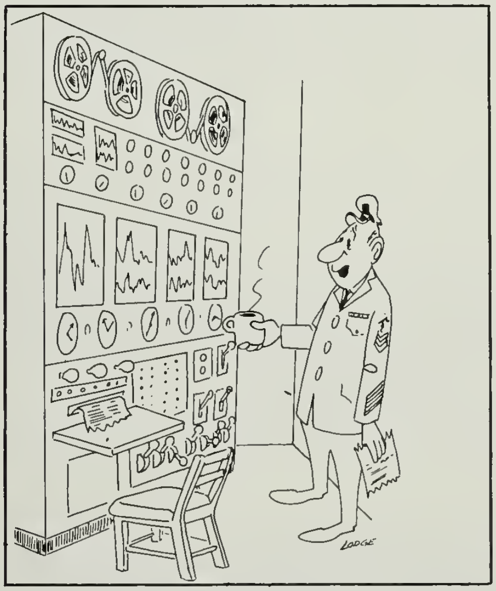
"I hear we got a direct hit on the sleeve."



"What stack number did you use to order these dogs, Stanley?"


SHIP'S LAUNDRY
SOAP

"I'd like to speak to someone in charge."



"Here's the coffee you ordered."

TAFFRAIL TALK

HAVE YOU HEARD ABOUT SHINE? It is a new program at Naval Air Station, Glenview, Ill., that is turning out to be quite successful. The program is called "Self Help Is Necessary Everywhere" (that's where the SHINE comes from) and its aim is to promote enthusiasm and pride in the station through renovation projects. SHINE encourages military and civilian personnel to work as departmental teams to accomplish beneficial office and grounds beautification tasks.

Not long ago, writes Journalist 2nd Class C. O. Howarth, a SHINE day was established by Glenview's commanding officer, Captain D. E. Poynter. Each department conducted its own project under the direction of department heads. Military and civilian personnel worked together, making improvements.

The major improvements included: station trees and shrubs trimmed; ruts filled in and leveled with rock; barren areas sodded and planted with grass; sections of the main hangar painted, and a parking lot marked with new lines to reroute traffic. In addition, the major improvements were supplemented by general office cleanup which upgraded the overall appearance.

It all helped make SHINE a shining reality.

★ ★ ★

Sometime back the American Red Cross issued a warning on the danger of drowning as a result of holding your breath underwater for extended periods. With summer at its height, the subject is worth repeating. This warning is addressed particularly to youths and teenagers who compete with each other to see who can stay underwater the longest. They are asking for trouble—and possibly tragedy.

According to the national director of safety services of the Red Cross, hyperventilating—taking several deep breaths before going underwater—is a dangerous practice. This is what happens physiologically. Before going underwater, an individual takes several deep breaths in order to build up as much oxygen in the lungs as possible. This deep breathing (hyperventilation) does increase the oxygen, but it lowers the carbon dioxide.

After a period underwater, because the carbon dioxide does not build up fast enough to trigger the breathing urge, the swimmer tends to stay under too long and may black out. Then, unless help is at hand, drowning will result.

Navymen who are parents should make these facts known to their children and instruct them not to play the "holding-the-breath" game.

★ ★ ★

FIRE CONTROL Technician 3rd Class Bruce M. O'Brien, assigned to USS *Savage* (DER 386) and recently returned from Vietnam, reversed the normal procedure and saw his mother off for —yes, Vietnam.

Mrs. Helen O'Brien arrived at the Honolulu International Airport on a flight from Travis and had a one-hour visit with her son before going on to Saigon. She will work there as a contracting officer for the U. S. Army.

Her son saw more than two years' duty in Vietnam himself.

Mrs. O'Brien, a widow, decided that now that her family was raised, she would volunteer for duty in Vietnam.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

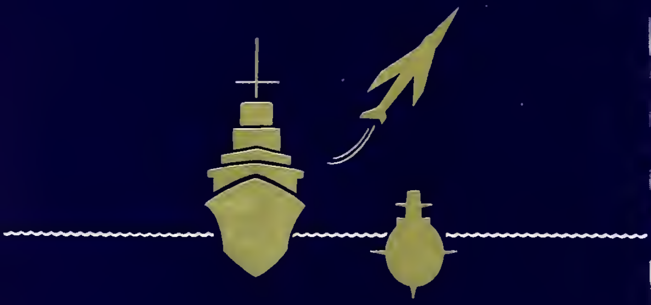
There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

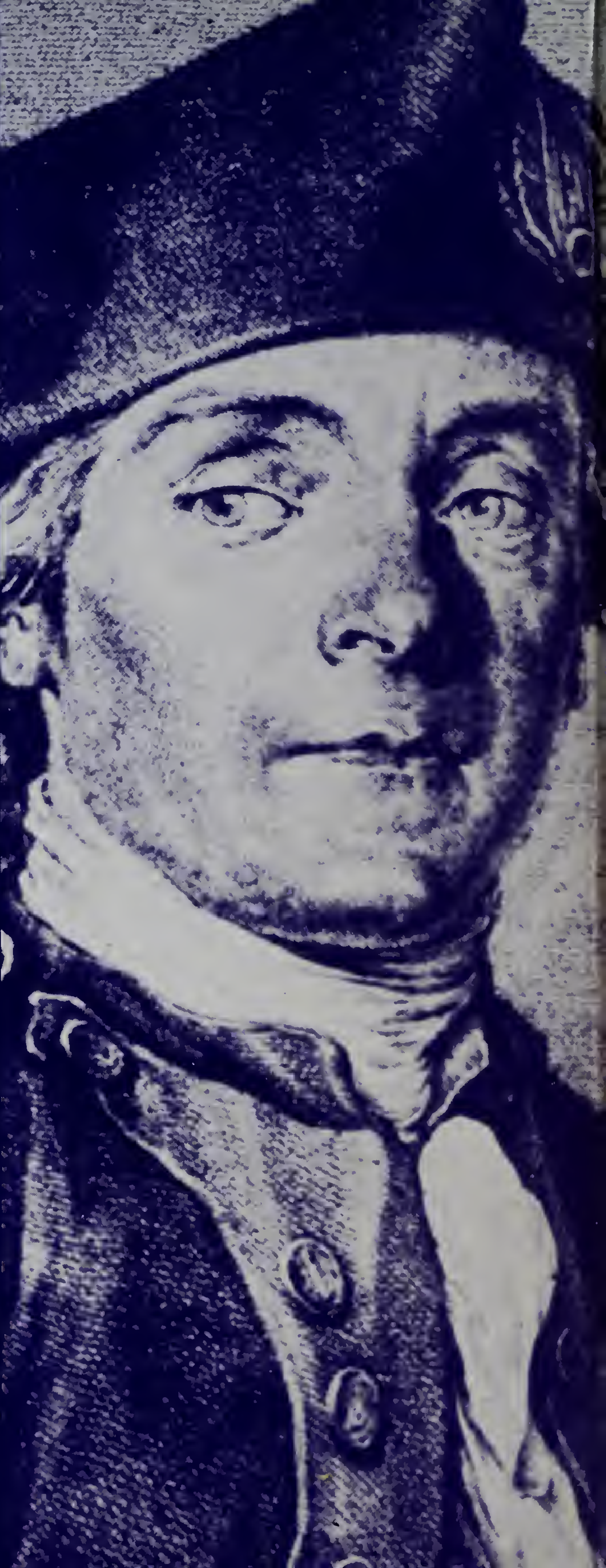
• AT RIGHT: LITTLE BUT MIGHTY—Paducah, YTB 758, matches bows with USS John F. Kennedy (CVA 67) as she assists in mooring the carrier at Norfolk. The tug carries a crew of 10 men.

758



"SIGN ON, YOUNG MAN, AND SAIL WITH ME. THE STATURE OF OUR HOMELAND IS NO MORE THAN THE MEASURE OF OURSELVES. OUR JOB IS TO KEEP HER FREE. OUR WILL IS TO KEEP THE TORCH OF FREEDOM BURNING FOR ALL. TO THIS SOLEMN PURPOSE WE CALL ON THE YOUNG, THE BRAVE, THE STRONG, AND THE FREE. HEED MY CALL. COME TO THE SEA. COME SAIL WITH ME."

JOHN PAUL JONES



D208.3: 631

ALL HANDS

359.05 A416

AUGUST 1969

DEPARTMENT OF THE NAVY · BUREAU OF NAVAL PERSONNEL

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST 1969 Nav-Pers-O NUMBER 631

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

From Pole to Pole 2
Whale on Ice: She Goes Under the North Pole.. 4
Antarctic Summer: Deep Freeze Down Under 7
Navy Music Makers Hit the High Seas 10
Navy Medical Developments in Vietnam 16
Three Decades: Dramatic Battle Against Disease 22
Military Blood Program: A Tribute 24
The Plastic Surgeon on the Medical Team 26
Savings for Life: The Tissue Bank 28

Departments

Today's Navy 30
Letters to the Editor 56
Navy Humor 63

Bulletin Board

Social Security Numbers to Replace Service Numbers 38
Concerning BAQ for Bachelor Navymen 38
Duty Preference Cards for CPOs 39
Ships Join Honor Roll of PUC, NUC, MUC 40
How to Become a See-Going Driver 43
Reenlisting Under Broken Service Conditions 46
Going South for Duty? Try Puerto Rico 48
Looking for Different Duty? Try the Deep, Deep South 52
Taffrail Talk 64

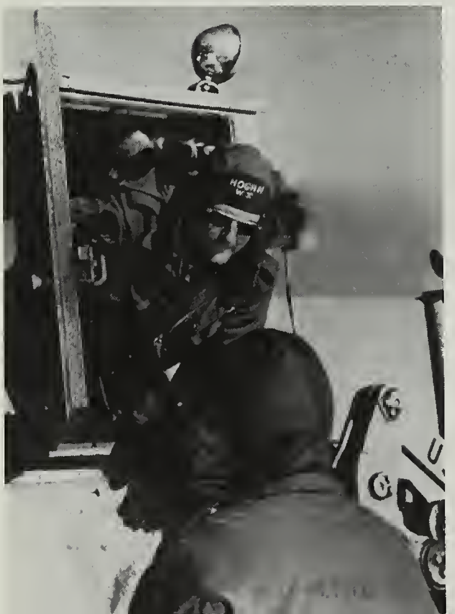
John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

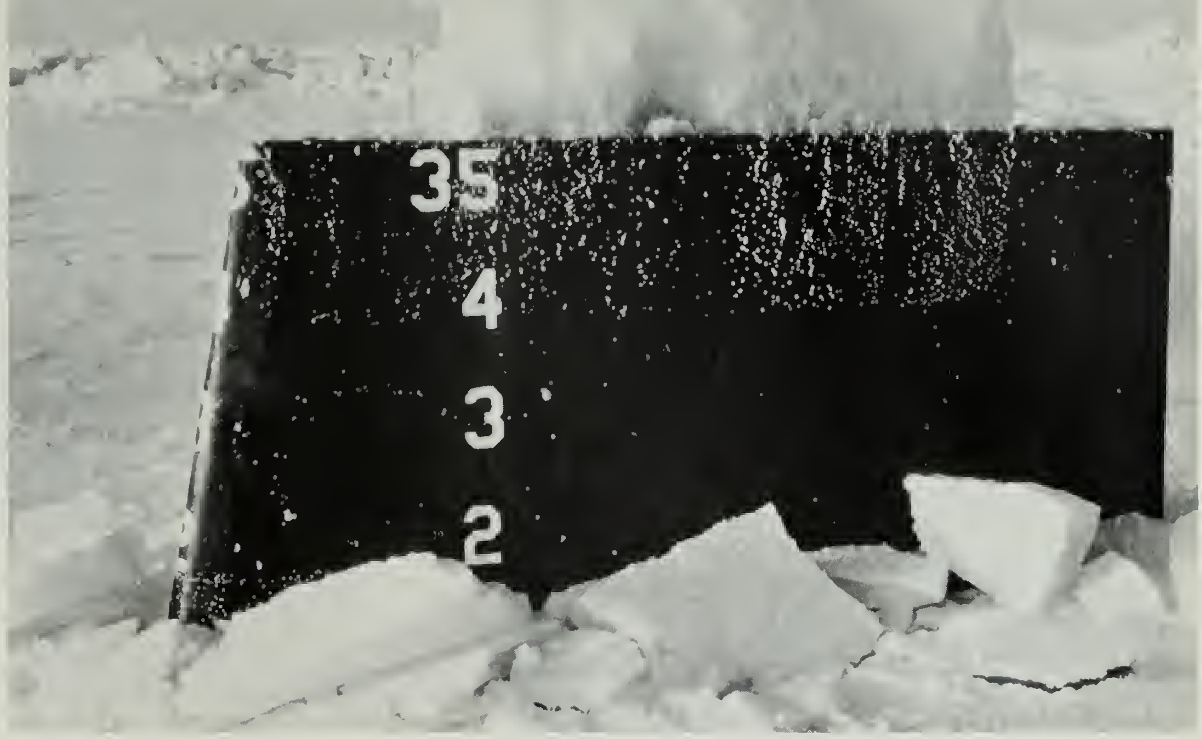
• **FRONT COVER: This month's front cover is an illustration of a photo taken by Chief Journalist Jim Falk, aboard USS Coral Sea (CVA 43). ALL HANDS staff artist Michael Tuffli used the photo to depict artistically the force of a jet blast on flight deck safety observers during a launch.**

• **AT LEFT: Round-eyed view—PH1 Arnold A. Clemons used a fish-eye lens on his camera to capture this worldwide view of crewmen of USS Saratoga (CVA 60) during launching of two F-4 Phantom aircraft.**

From Pole to

South Pole Sailors
Top: Navy transports stand by at Byrd Station, Antarctica. Left: Snow overhangs entrance to station. Below Left: Airmen talk over assignment at Williams Field. Center: Parachute rescue team member surveys Antarctic. Rt: Aviation Support Equipment Technician P. C. Haslett in winter attire.



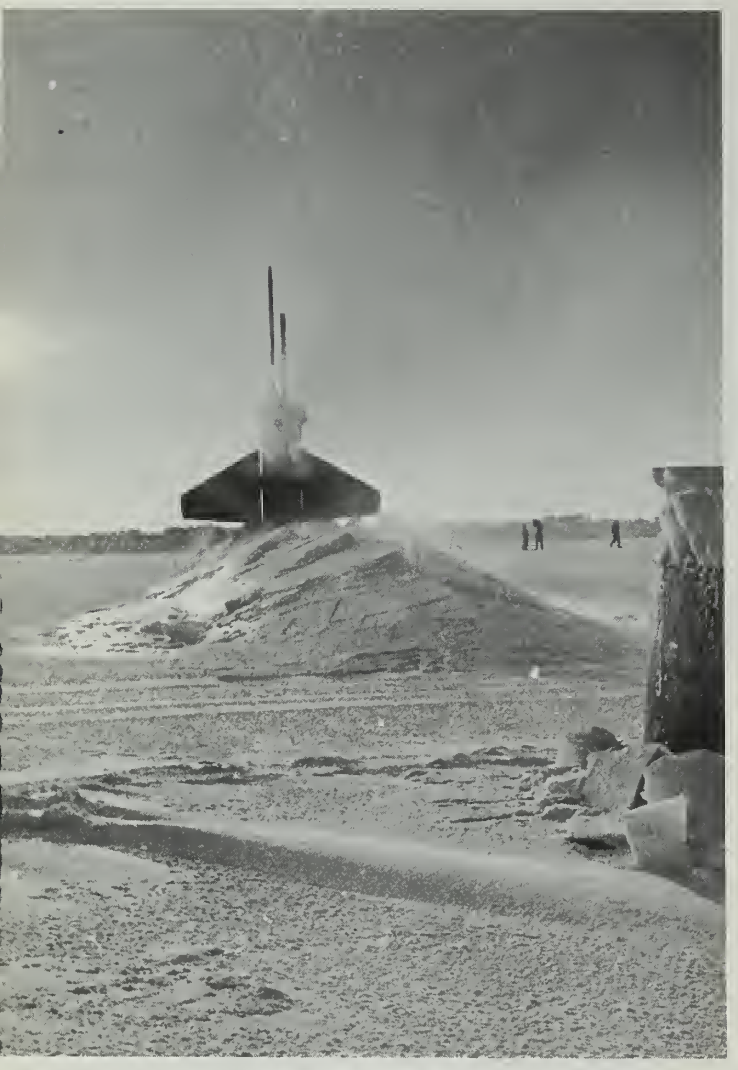


Pole

North Pole Nomads

Top: USS Whale (SSN 638) wears an ice hat as she surfaces through the arctic ice. Rt: Crewmembers climb out to take a look at Santa's white world. Below: Sub Skipper CDR William M. Wolff looks over the North Pole. (For more on Navy's explorers at the top of the world see the following pages.)

WHALE ON ICE



USS Whale on Arctic surface.

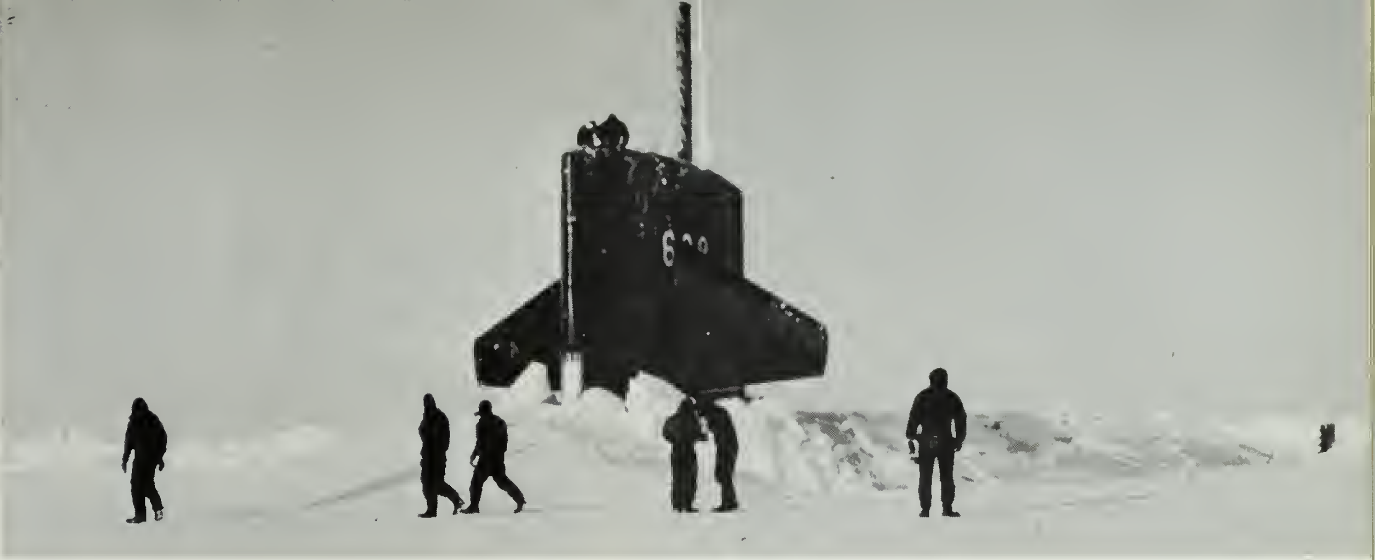
"ALONE in such remotest waters . . ."

This is a quotation from *Moby Dick*, by Herman Melville, which appears on a bronze plaque in the crew's mess of the Navy's new nuclear attack submarine, USS *Whale* (SSN 638). The quotation became a reality as *Whale* deployed on a 52-day arctic patrol.

Whale, named after the World War II submarine, *Whale* (SS 239), was commissioned on 12 Oct 1968 at Quincy, Mass. After commissioning she was assigned to Submarine Squadron Four of Flotilla Six and homeported in Charleston, S. C. Five months after being placed in commission, *Whale* departed on her first extended patrol to the Arctic.

Time during the 13-day submerged transit to the edge of the ice pack was taken up with watches, drills, training lectures and submarine qualifications. Helping to relieve any possible apprehension of the up-

Clockwise from top left: (1) Crewmen plot arctic polynya before surfacing. (2) Crewman coats hatch seat with glycerin to prevent freezing. (3) Quartermasters lay out navigation plots on polar charts. (4) ET2 Robert Gabriel stands a frosty lookout watch.



Only Whale's sail is visible as crewmen take a look at frigid Arctic surroundings.

coming operations, the *Whale* crewmen read, worked correspondence courses, or watched movies. Pinochle and bridge tournaments were also organized during the off-duty hours.

After several days at sea, time began to be measured in watchstanding. Days and dates were hard to remember, but easily verified by the Plan of the Day.

Finally the big moment for which the crewmembers were waiting arrived. Approximately 3400 miles after leaving Charleston came the first surfacing attempt through the polar icecap.

Precision depth-recording equipment and sonar operators advised the Commanding Officer, Commander W. M. Wolff, Jr., USN, of ice conditions, including the location and ice thickness of polynyas. A polynya is a weak spot or opening in the ice which is thin enough to allow a submarine to break through.

When a polynya of sufficient size is found and with ice not too thick, the polynya plotting party plots its position and shape. The submarine must be brought into position under it and the word is passed over the 1MC, "Vertical surface! Vertical surface! Vertical surface!"

THERE IS A feeling of tenseness as the 292-foot submarine starts the ascent to the ice above, keeping an even keel until the sail eases through the ice.

As the depth gauge indicates periscope depth, the command to blow main ballast is given and the submarine continues to rise. Tension is relieved for the many crewmen who have never surfaced through ice.

A quick scan of the polynya is made through the periscope to make certain that conditions are right for posting lookouts. Then the word is passed to open the hatches. Two lookouts in arctic clothing rig the bridge and coat the hatches with glycerin to prevent them from freezing.

Photos clockwise from above left: Crewmen display American Flag, South Carolina flag (homeport), Massachusetts flag (where sub was built) and a North Pole banner. (2) CDR William Wolff, Jr., cuts commemorative cake. (3) CS3 Johnny Thompson reflects on his Arctic surroundings.

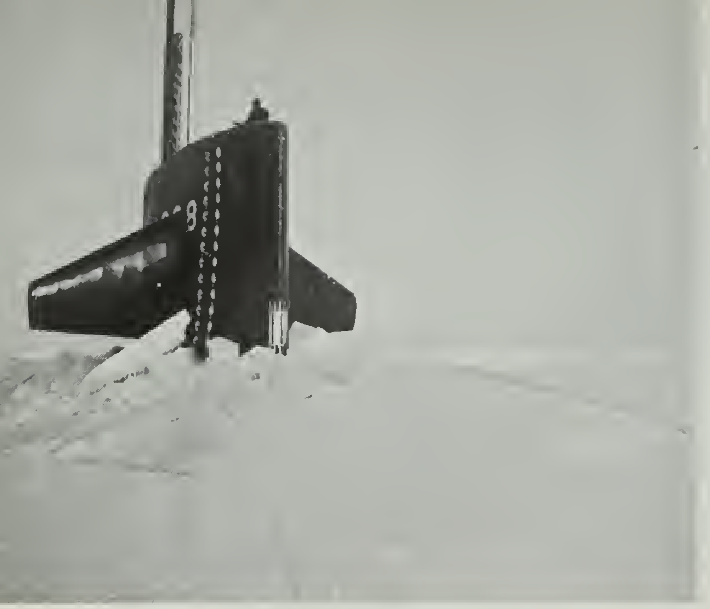


Photo at top: Vertical fairwater planes and ice-covered hull give USS Whale a science-fiction look. Center: An arctic hood is a necessity when venturing topside. Bottom: HM1 Charles King checks carbon dioxide content aboard Whale.

The temperature? Minus 20 degrees with 15 to 20 knots of wind blowing from the stern. A frozen, barren wasteland greets the lookouts, who are relieved every half-hour. The only sign of life is one black seagull flying overhead.

While on the surface, periscopes, antennas and vents are cycled periodically to keep them from freezing.

THAT WAS THE FIRST surfacing operation for the crew, and each time it was repeated there was the same atmosphere of anticipation.

Whale proceeded farther into the icepack making numerous surfacings, pushing her 4000 tons through thin ice when possible, but sometimes through ice as thick as several feet. On each surfacing the crew took observations on the weather, ice terrain, wildlife and Arctic seawater. Photographs of each polynya and its surrounding area were also taken.

It was Easter morning when *Whale* passed under the North Pole. Church services, led by lay leaders, were conducted. A special cake was baked for the occasion and artistically decorated by the sub's commissarymen. After Easter dinner a cake-cutting ceremony was held and CDR Wolff presented three crewmembers with their hard-earned Dolphins, signifying qualification in submarines.

The crew was anxious to surface at the Pole itself, because this date was 60 years — to the day — since Rear Admiral Robert E. Peary had discovered the North Pole in 1909. Ice conditions were varied but each time when a polynya thin enough was located, it was too small to let the submarine through. Hours passed without success. Finally, at the last minute before having to depart the area, a polynya large enough and thin enough was found.

Whale surfaced, just poking her sail through the ice and cracking a ridge of ice along the hull.

THE CREW had four hours on the surface. Every crewmember took a 10- to 20-minute trip outside to see what the North Pole was like.

It was midnight and the sun hung low in the sky, gently warming the minus 28-degree temperature.

Whale looked more like a spaceship than a submarine. The fairwater planes were in the vertical under-ice position and the hull submerged.

A brief flag-flying ceremony was held on the ice, in an area surrounded by five-foot pressure ridges. The American flag and the state flags of South Carolina (the submarine's homeport state) and Massachusetts (the state in which she was built) were flown.

Then came the return trip. Heading toward home, *Whale* stopped briefly in Faslane, Scotland, where the officers and crew had a chance to relax and enjoy Scottish hospitality.

Fifty-two days after leaving Charleston, *Whale* returned to the greetings and embraces of families and loved ones. The crew of USS *Whale* (SSN 638) were no longer, ". . . Alone in such remotest waters."

—Story and photos by PHC B. M. Andersen, USN.

ANTARCTIC SUMMER

604
606
JARE

COOL CATS—Snow cats of JARE-9 reach Pole.

TO MANY PEOPLE—in the Northern Hemisphere—summer means vacations, picnics, relaxation. In Antarctica, however, it's the busy time—carrying out scientific work, completing maintenance and supply schedules—for this is the time of year that the huge southern continent of ice is most accessible to man.

The summer season in Antarctica lasts from October to March. It is during this "austral summer" that Operation Deep Freeze, the Navy's support for science program in the icy land, is at full steam.

Deep Freeze 69, Task Force Forty-Three's 14th consecutive year in support of the National Science Foundation's U. S. Antarctic Research Program (USARP), officially came to an end with the final C-130 flights from McMurdo Station in Antarctica to Advance Headquarters at Christchurch, New Zealand. That was on 9 Mar 1969 when flights marked the end of another successful operating season.

Task Force 43, commanded by Rear Admiral D. F. Welch, USN, is responsible for housing, feeding, supplying and transporting U. S. civilian scientists carrying out studies of the Antarctic continent.

MAINTAINING THE 12,000-mile supply line from the U. S. to Antarctica requires a joint effort by more than 2000 men from the Navy, Coast Guard, Army, Air Force and Marine Corps as well as members of more than a dozen specialized units.

The logistic support provided by these men enabled USARP representatives to carry out a number of valuable scientific projects during Deep Freeze 69, including a survey of Ellsworth Land, an oceanographic expedition to the Weddell Sea, and operations of the new National Science Foundation research ship *Hero* in the Antarctic Peninsula area. It will take months of intensive study and analysis before the full results of this year's projects can be determined.

GREAT WHITE WAY—Plane circles Williams Field near McMurdo Station.

FRIENDLY NATIVES—Emperor penguin and chick pose for photo.

Deep Freeze 69 began early in the morning of 8 Oct 1968, when an LC-130 ski-equipped *Hercules* left Christchurch for a seven-and-one-half-hour flight to the Navy's main base in Antarctica, McMurdo Station. This initial flight (and those that followed) carried vital supplies to the continent and weary veterans of the Antarctic winter away from it.

Regular flights to Antarctica were soon being carried out by Antarctic Development Squadron Six (VXE 6).

The week of 15 to 22 December was the busiest in the history of VXE 6 operations in Antarctica. During that period 574 flight hours were logged, more than a million pounds of cargo moved and 286 passengers transported. These and other scheduled flights were instrumental in the maintenance and resupply of America's stations on the Antarctic interior.

Despite all these statistics, aircraft brought in less than five per cent of the supplies used in Antarctica.

THE GREAT MAJORITY of goods for American stations were brought in by ships that reached McMurdo in January and February through a channel cut in the ice by Coast Guard icebreakers.

This past season four icebreakers (*Glacier*, *Burton Island*, *Southwind*, and *Edisto*) and three Military Sea Transportation Service cargo ships (*Wyandot*, *Pvt. John R. Towle* and *Alatna*) were attached to Operation Deep Freeze. Loading and unloading of the ships at McMurdo was carried out by Cargo Handling Battalion Unit One.

Men of Naval Construction Battalion Unit 201 spent a good part of the operating season continuing work on a large personnel building at McMurdo designed to provide messing and berthing facilities, a laundry, barber shop and recreation area for the station's entire wintering-over population. The messing facilities have been completed and are now in use. The remainder of the construction will be completed during Deep Freeze 70, which begins in October of this year. When completed, it will be the largest building on the continent.

A number of new developments and advances were realized during Deep Freeze 69.

- Early in November a *Super Constellation*, specially configured and operated by Air Development

PHOTO FAN snaps seal on ice shelf near base.

Squadron Eight, conducted an important study of the earth's magnetic field using its special equipment. The flights over land and water areas of Antarctica were part of a continuous survey being conducted by the U. S. Naval Oceanographic Office under the nickname, Project Magnet.

- Two *Starlifter* jets completed the last of eight scheduled jet cargo flights to McMurdo, also in November. Each flight carried more than 40,000 pounds of supplies. (They made the round trip from Christchurch in about half the time it takes a C-121 *Constellation* aircraft to make the trip.)

- An around-the-world jet tour (commemorating Rear Admiral Richard E. Byrd's first Antarctic expedition) made a four-and-one-half-hour stopover at McMurdo Station on 22 November. Aboard were some 60 American civilians who enjoyed every minute of it. RADM J. L. Abbot, Jr., then commander of Task Force 43 accompanied the group from Christchurch as a safety pilot and hosted the visitors' McMurdo stopover where they toured the station's facilities.

- The Ninth Japanese Antarctic Research Expedition (JARE-9) arrived at South Pole Station on 19 December. After completing the 1500-mile trek from Japan's Syowa Station, the 11 Japanese scientists repaired equipment and took on supplies for their return trip to Syowa, which they completed 20 February of this year.

- An example of the unique spirit of international cooperation abundant in Antarctica took place on 15 Jan 1969, when a party of Americans flew to Russia's Vostok Station for the annual visit. Aboard the *Hercules* were a USARP exchange scientist who is spending this winter at Vostok and a Soviet scientist who spent the 1968 winter at McMurdo. The plane's crew and 12 passengers spent nearly three hours at Vostok as guests of the Soviet scientists there.

Deep Freeze 69 saw the deactivating of one of the coldest bases in Antarctica—Plateau Station. The station was dedicated in January of 1966 and was manned continuously until January 1969. The temperature at Plateau dropped last winter to a U. S. record of 123.1 degrees below zero Fahrenheit.

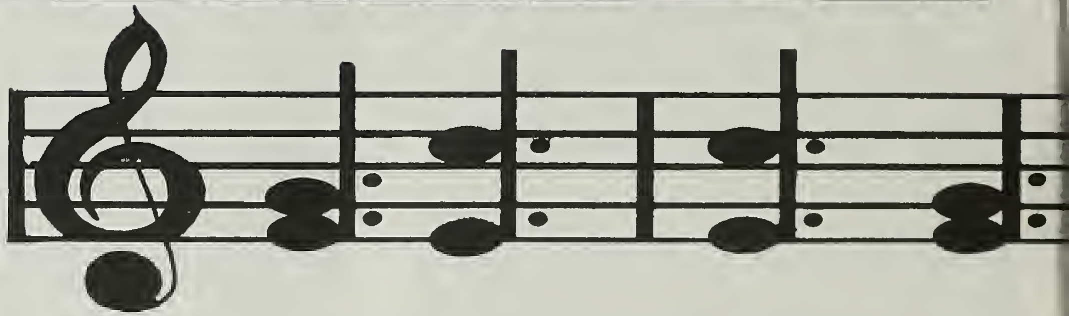
The U. S. Coast Guard Cutter *Southwind* completed a mission of mercy on 14 February of this year when she freed a cargo ship trapped in heavy Antarctic ice. *Thala Dan*, a Danish cargo ship under charter by the Australian government, became trapped as she was bringing important supplies to Australia's Wilkes Station. *Southwind* made her way through stormy seas and stray icebergs to free the trapped vessel. She then proceeded to assist in the unloading of *Thala Dan's* cargo.

CTF 43 was host to a number of distinguished visitors from all over the world during Deep Freeze 69. Guests included a number of U. S. Congressmen and business executives and the Governor-General of New Zealand.

The sun has now set on Antarctica and its 218 American scientists and military support personnel. But they're still down there in Antarctica. While these men endure the bitter cold and raging winds of the Antarctic winter, other Task Force 43 personnel are busily analyzing Deep Freeze 69 and applying results to plans for Deep Freeze 70. Under the direction of RADM Welch at staff headquarters in Washington, D. C., personnel in detachments from Quonset Point to Christchurch are also busy procuring supplies, drawing up plans and developing procedures for this October—when another Antarctic summer begins.

—Journalist 2nd Class Tom Meyers, USN.

STARTING TIME—First plane lands to open Deep Freeze 69 and (left) Hercules flies over South Pole Station.



If someone will subscribe one hundred thousand dollars, the band will play "Dixie".

Within a very few minutes, the band was playing "Dixie".

"If someone will subscribe TWO hundred thousand dollars, the band will play 'Maryland, My Maryland'."

The band played "Maryland, My Maryland".

The Baltimore ploy was repeated in Milwaukee, Cleveland, Columbus, Cincinnati, Pittsburgh . . . After a time, the band no longer knew — or cared — which city they were in. But the money came rolling in.

Such were the highlights of the career of the World War I Jackie Band, doing its thing to raise subscriptions to the first Liberty Loan Drive. However, such popular demand is not exactly new in the history of Navy bands.

According to Musician 1st Class Gary L. Nelson, who recently compiled a history of Navy music entitled *Battling Bandsmen,* the band which played aboard the 28-gun corvette USS *Boston* in the harbor at Messina, Sicily, in 1802, provided the first recorded instance of a formal band concert aboard a U. S. Navy ship. And, it might be said to have received even greater acceptance — at least by *Boston's* skipper — than the Jackie Band in later days.

During an exchange of official courtesies, the band from one of the regiments quartered at Messina visited *Boston* to "treat the Yanks to a concert."

Boston's CO was so pleased with the performance that he got underway for America with the musicians on board, despite their protests.

As might be expected, the United States government disavowed the act and directed that the musicians be returned to their homes forthwith.

Battling bandsmen continues:

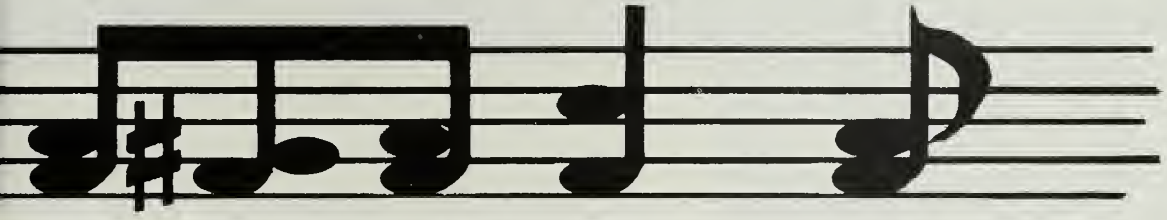
Records indicate that the second U. S. Navy band was an eight-piece group captured in 1812 by the frigate *United States* (from Britain's *Macedonia).*

Thirteen years later, the crew of *Constitution* or "Old Ironsides," formed a 20-piece band which played for the ship's ceremonial and recreational activities.

Constitution's log on 31 Aug 1826 showed that Seaman John H. Page had been promoted to Master of the Band, and the following day, William Tuton, an ordinary seaman, was promoted to the rank of musician.

Members of the early Navy bands included many foreign-born players. One of the most distinguished of these was Theodore Thomas who enlisted as Musician Second Class in 1849 at age 14. Later he became conductor of the Chicago Symphony and admitted he was not a good horn player in his Navy days.

Navy music men hold concert at Bataan.



—Or, Navy Music Makers Hit the High Seas

However, as time passed, Navy music made general progress. But again, there were exceptions. For example, on 25 Oct 1867, Vice Admiral David D. Porter, Superintendent of the Naval Academy, who had seen considerable action during the Civil War, issued the following order:

"Midshipman Thompson (first class) who plays so abominably on the fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out of the little end of the horn."

During 1917 - 1918, a number of large, capable bands were organized for the benefit of sailor, soldier and civilian alike, and some of the finest musical talent available was recruited into the Navy.

On 20 May 1917, six weeks after the entrance of the United States into World War I, John Philip Sousa received a message from a friend, composer John Carpenter, which read as follows:

"The Naval Station has an underdeveloped band which needs the inspiration of a master hand to start them on the right track. Could you come here if only for a few days to start the work and bring with you a bandmaster of the right personality to continue the instruction? I realize how much I ask and know your enthusiasm for the cause."

Mr. Sousa enlisted in the Navy that same month, but was granted leave until the following September to finish business commitments. At his request, he was placed on a dollar-a-month basis while on leave.

To celebrate his new position, Mr. Sousa wrote a jingle for a Chicago newspaper on a dollar bill:

"I joined the Reserves on a last day of May,
I gave up my band and a thousand dollars a day,
A dollar a month is my Government pay,
My God, how the money rolls in!"

Within one month, Lieutenant Sousa had more than 600 enlistments for the band.

Mr. Sousa then selected a band battalion of 350

The United States Navy Band plays before cameras of Naval Photographic Center.

Old Washington Navy Yard Band readies for concert in 1921.

U.S. Naval School of Music, Norfolk, 1902.

U.S. Naval Academy Band in 1910.

musicians, with military commander, musical director, surgeon, master-at-arms and petty officers. As enlistments warranted, he formed bands of double-battleship size units and assigned a band to each regiment at the station.

As orders for bands came in from the Navy Department, Mr. Sousa had them already organized. With his system, a band could leave on assignment almost immediately because its members had already worked together for some time. For example, a band sent to the flagship *Pennsylvania* under the direction of Bandmaster Victor J. Grabel performed a concert one hour after reporting.

In September, the Battalion Band, better known as the Jackie Band, played the first of the many engagements that were to make it famous. After participating in Old Glory Week in Kansas City, the band had requests which included the Rosemary Pageant at Huntington, a concert in Carnegie Hall, plus engagements in Philadelphia, Baltimore and Washington, D. C.

By this time, the Jackie Band had shaped into a crack military band under Drum Major Micheank Tennant and, under Mr. Sousa's direction, a superb concert band.

The assignment in Baltimore involved the first Liberty Loan Drive. The goal was to raise eight million dollars, but before it was over, the Jackie Band had helped to raise more than 21 million dollars.

LATER IN THE Victory Loan drive, Mr. Sousa fell ill and was sent back to New York to recover. On 20 Jan 1919, he received a message which said that as soon as he was able, he should report to the Commandant of the Third Naval District for relief from active duty.

One year after his release, Mr. Sousa was promoted to grade Lieutenant Commander in the Naval Reserve. He liked his military rank so much that he used the title and uniform the rest of his life.

With the Armistice and demobilization of uniformed forces, band music experienced a decline. The great bands began to disappear as quickly as they had been assembled. In Washington, D. C., the band that had been maintained by the Navy rapidly dwindled to 18 pieces.

However, now aware of the value of band music, the Navy Department proposed a musical unit to "adequately represent the United States Navy."

In 1925, the desire for a permanent musical organization was realized when a special act of Congress authorized formation of the official U. S. Navy Band. The chief function of this band was, and still is, to provide music for concerts, parades, funerals and military ceremonies in the Nation's Capital.

DURING WORLD WAR II, Navy music took on the sounds of the time as big band and jazz stars signed up for military service. The musicians went all out, and not without loss.

All the men of Unit Band 22, while passing ammunition on board USS *Arizona*, were killed at Pearl Harbor on 7 Dec 1941. The night before, the bandsmen from *Arizona* and *Pennsylvania* had engaged in the finale of a "Battle of Bands" at the Pearl Harbor Recreation Center. *Pennsylvania's* dance band won the contest and the trophy.

After the *Arizona* bandsmen were killed, members of the *Pennsylvania* band voted to send the trophy to the Naval School of Music as a permanent memorial to the *Arizona* band.

Also at Pearl Harbor when the bombing began, the band on board USS *Nevada* was preparing to play colors. The chief in charge of the band, George Batty, was recovering from a broken foot, and fronting the band in his place was Musician First Class O. L. McMillan.

First Official United States Navy Band in 1925.

At 0750, band call was sounded and the *Nevada* musicians assembled topside on the main deck aft. While waiting for first call, they noticed some planes beginning to dive on Hickam Field, adjacent to Pearl Harbor. However, since the planes followed the same pattern that had been observed by the musicians many times in maneuvers, they paid little attention, except to remark that the airdales were practicing on Sunday.

At 0755, first call was sounded and the band assumed the formation for morning colors. During this five minutes, the torpedo planes began to make their runs, but it still was assumed it was a drill, even though a sense of uneasiness was beginning to be felt.

At 0800 the first call flag was hauled down and the band started playing the National Anthem. At the same time, USS *Helena* was hit by a torpedo and another plane dropped a torpedo which hit *Curtis*, moored alongside *Arizona*.

The second plane then peeled out of its torpedo run directly over the *Nevada* band.

McMillan said later, "It never occurred to me that it was possible to stop playing the Star Spangled Banner once you had started, so we played to the bitter end, although the men in the band told me later that we made an unrehearsed pause in the middle when another strafing plane came by." As the band played the last note, the Officer of the Deck sounded general quarters and everyone scattered to man battle stations.

MEANWHILE, the band on board USS *Oklahoma* lost several men, including its bandmaster, and USS *West Virginia* lost some of her musicians.

Band 24, en route to Pearl Harbor at the time of the attack, found the carrier USS *Enterprise* stripped for battle and riding at anchor in the oil-soaked, debris-laden harbor. After she was stocked with stores, ammunition and her new band, *Enterprise* got underway. The band stowed its instruments and split into two fighting units; those trained as lookouts began standing watches four-on-and-four-off, and the remainder joined damage control parties as first aid men.

Sixth Fleet band members participate in French Mardi Gras.

Enterprise moved against the enemy in the Marshalls and Gilberts and delivered the first blow against enemy territory. She participated in the success at Midway; her planes sank two enemy carriers, aided in sinking another, plus an enemy battleship; she covered the first Marine landings at Guadalcanal and later with USS *Hornet* destroyed 135 enemy planes, damaged two carriers, two battleships and three cruisers. In the battle of Leyte Gulf, she sank other ships and by this time was known as Lady Luck. On 24 Aug 1942, *Enterprise* absorbed three direct bomb hits, but she stayed in the fight.

What of the *Enterprise* bandsmen? Most of their time was spent at battle stations. What little playing they did was near the band compartment, so that horns could be quickly abandoned for battle gear.

During 1943, mounting U. S. naval strength and victories resulted in more free time for the crew. The *Enterprise* band finally came into its own as the men broke out their instruments more frequently.

THE CONCERT BAND was the feature of the flight deck. Flyers and officers flooded the band with requests for college alma mater and fight songs. These stirring melodies created an illusion of glamor and gaiety which seemed unconnected to the serious mission of the battle-scarred ship.

Swing concerts were frequently held on the hangar deck, and on occasion the band played in the ward-

THE UNITED STATES NAVY BAND

MUSIC NOTES
Above: LCDR John Philip Sousa, USNR, leader of Great Lakes Naval Band. Top Right: Navy musician explains his trombone to Spanish youngsters prior to concert. Lower Rt.: Sea Chanters and Navy Band prepare for a concert on film.

room. After a day's flying, pilots would relax in the ready room and listen to one of the band's combos.

When USO shows came aboard, the band played background for Joe E. Brown and other headliners.

Many military ceremonies which called for band music were held aboard the carrier. During one ceremony, *Enterprise* received the Presidential Unit Citation. Also, after major engagements, the band played honors for men who were buried at sea.

So it went with most other wartime Navy bands.

USO shows were not the only traveling shows in the Pacific. The Navy had a show of its own which went under the name of its leader, Artie Shaw, but usually was known simply as 501.

501 came into being not by chance, but as the result of a well conceived plan. Late in 1942, word came from the South Pacific that along with more sports news, the men wanted music — "hot jazz" — the type they left behind.

ARTIE SHAW, then a seaman 1st class, took charge of a band (his rate jumped to chief petty officer).

Artie Shaw had not been drafted. He enlisted in April 1942, went through boot training, and served at Staten Island and on board a minesweeper with no music involved.

Artie decided that if he was going to lead a band, it should be the best. With the government's permission, he found some of his old men, and then recruited others from six of the best "name" bands in the country. The Navy recruits had names such as John Best, Frank Beach, Conrad Gozzo, Maxie Kaminsky and Don Jacoby (trumpets); and Mack Pierce, Ralph LaPolla, Joe Aglora, Bill Nichol, Charlie Wade and Sam Donahue (saxes).

Also: Dick LaFave, Tasso Harris, Tack Takvorian and Gene Leetch (trombones); Barney Spieler (bass); Davey Tough (drums); Claude Thornhill (piano and arrangements); and Dick Jones and Dave Rose (arrangements).

One year after the attack at Pearl Harbor, Artie's band went into rehearsal at Treasure Island, and was soon to see plenty of action in the Pacific.

The band played in jungles, in airplane hangars, on decks of ships and in outdoor areas camouflaged from the enemy. Conditions were grim.

"Was I scared? You bet I was," Artie said in an interview after returning to the States.

"You just quake and wonder if it's you or the next guy who gets hit. You take your battle station and you do your job." The Shaw band survived 17 bombing attacks while moving from island to island.

"We hitchhiked everywhere. Sometimes on a large ship, then on a small one, and sometimes by airplane. We traveled any way we could."

THERE WERE OTHER handicaps. Even the instruments were under attack — by the weather. "I found it not unusual to be playing a solo and have a pad (a seal between a key and a tone hole) drop right out of my clarinet." Also: "Reeds were impossible to come by; guitar and bass strings were continually snapping; and most of the time there wasn't a PA system so the guys had to blow their brains out to be heard."

With Artie leading the band, it played many of his old arrangements. "It's amazing how the kids out there were familiar with the band. And they really got excited when we'd show up on some island unexpectedly. Some of them throw gifts at the band. Others cry. Most of them just listen, devouring everything we kick off."

After the Pacific tour, the Shaw band was transferred to the Navy School of Music in Washington, D. C., for reorganization. Artie and others who left the unit were replaced. Sam Donahue became the leader. A new library was rehearsed, and the band which had before been regarded as one of the best seemed to be even better.

THE BAND'S SUCCESS in the Pacific resulted in a similar tour to Europe. In England, an itinerary of dances, concerts, shows, broadcasts and bond rallies kept the musicians working constantly. The reception given their music was expressed in a letter to the Chief of Naval Personnel from Cecil Madden, who was in charge of Allied Expeditionary Forces Program Production, British Broadcasting Corporation:

"The entire outfit has made friends everywhere in Britain by their charm of manner, goodwill, and excellent musicianship, and are assured of a warm welcome in this country at any time."

A highlight of the band's stay in England was a Battle of Bands with Glenn Miller's Army Air Forces' swing band. (This was one of the last engagements Major Miller played before he was lost in an aircraft accident.)

OTHERS on the Navy's All-Star List of Battling Bandsmen included:

Ray Anthony — Navy Dolphins band, Pacific area. Chosen as the "Hottest Band in the Pacific, 1945."

Claude Thornhill — Navy Entertainment Unit, Pearl Harbor, with Dennis Day, vocalist, and Larry Storch, comedian. One of Thornhill's drummers: Jackie (remember Mr. Hennessy?) Cooper.

USS Yorktown's band makes music for citizens of Arita, Japan.

Alvino Rey — Pacific Area, 1944-1945.

Ralph Marterie — Leader of Navy Unit Band 15, NTC Great Lakes, 1944.

Jack Jenny — Trombonist with Unit Band, Gulfport, Miss., 1944.

Saxie Dowell — Leader of the USS *Franklin* band.

Dan D'Andrea — Clarinetist, Athens, Ga., 1944.

Gunner Sorenson — Trumpeter, Athens, Ga., 1944.

Kai Winding — Trombonist, 1943.

Bobby Smith — Organized "The Washboarders," 1943.

Jack Imel — Marimba/drums, Unit Band 106, ComCruDesPac, 1956.

Julius LaRosa — Vocalist, U. S. Navy Band, 1950.

The list does not stop here.

Today, more than 1500 men in 55 bands wear Navy uniforms and perform for their shipmates ashore and at sea. They are stars in their own right, but if they ever need a musical name to drop, or a tradition to draw on, the Navy has had plenty of both.

Cool musician plays for launching ceremony at Boston Naval Shipyard.

Navyman Artie Shaw and Band 501 entertain sailors during WW II.

NAVY MEDICAL

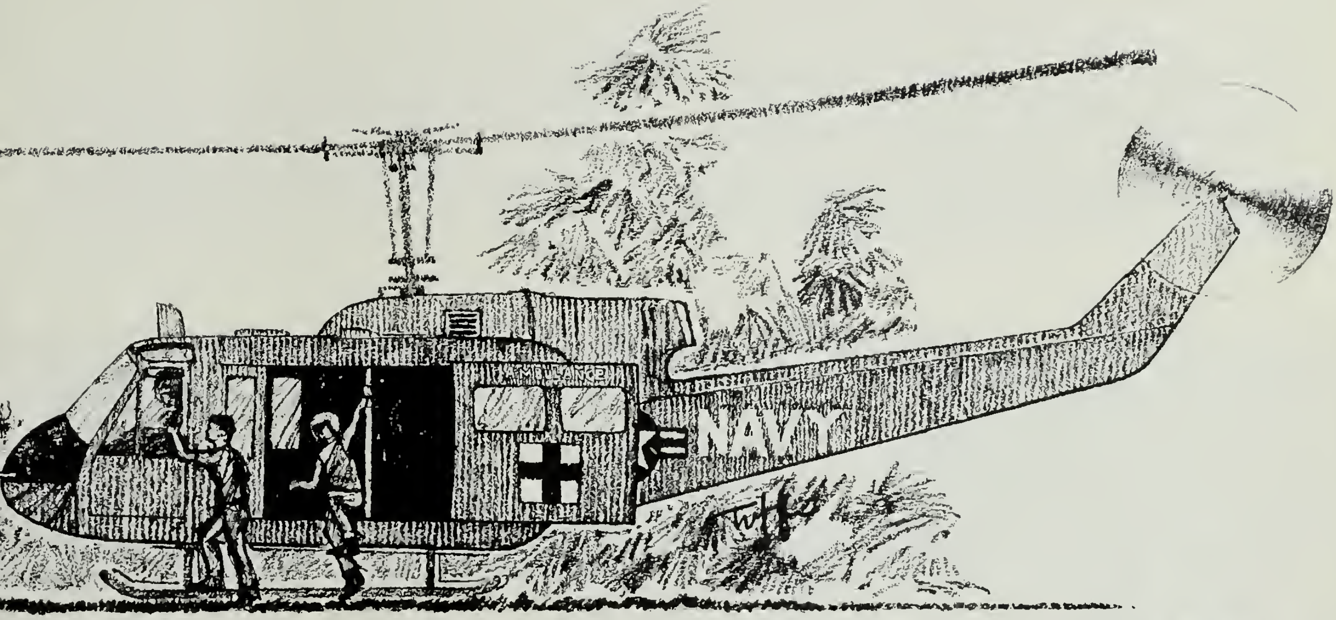
WAR IS HELL but it is also a great teacher and stimulator. It might even be argued that, in the field of medicine, improved techniques and the discovery of new drugs have preserved more lives than were destroyed in World War II and the Korean conflict.

The urgent need to save men's lives in these combats stimulated research and invention which might otherwise have been delayed for years.

The stimulation which produced spectacular breakthroughs during World War II and the Korean conflict never lost its punch and the medical tools and techniques used in Vietnam are accepted today almost as normal accelerated development.

Nevertheless, new methods have evolved and Vietnam has served as a mentor teaching physicians to relearn lessons forgotten during periods of relative peace and to use old equipment in new ways.

Historians may judge helicopter evacuation of the wounded from battlefields as one of the more signifi-



DEVELOPMENTS in VIETNAM

cant medical innovations coming out of Vietnam.

Medevac choppers can be called in by company commanders so quickly that no wounded man is more than a few minutes from a well equipped medical facility.

Because of this rapid transportation, many of the casualties reached a hospital in time. In past conflicts, they might have died where they lay or while being evacuated. Physicians, confronted with incredible odds in their race with death, had to exercise extraordinary skill, use new tools and produce results which would have been considered impossible only a few years ago.

Hand in glove with rapid evacuation, the Navy recognized the importance of prompt first aid to men in the field. To meet this challenge, the Navy's Medical Corps successfully molded young and inexperienced corpsmen into a first-class lifesaving team.

These developments, plus numerous revised techniques and new approaches, are described in a paper "New Concepts in the Management of Trauma" prepared by Captain T. H. Wilson, Jr., MC, USN, and summarized here.

The corpsman's effectiveness in Vietnam has also been enhanced by his use of relatively new techniques for the administration of first aid.

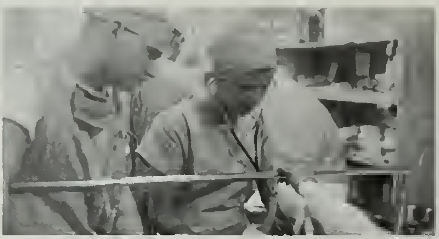
The inflatable plastic splint, for example, is a new and valuable tool since it can be placed around a break, then quickly inflated.

The splint keeps the broken bone immobile and helps control bleeding. It also cushions the injured limb during evacuation; prevents further damage to the tissue surrounding the break; and need not be removed when the patient is taken to X-ray.

The inflatable splint has been so successful in Vietnam that it is now widely used at home for accident cases. It also provided the idea for an inflatable body suit now being used in Vietnam to control internal bleeding which results from abdominal injuries.

Treatment of Shock

Today's physicians know more about shock than was known even a decade ago and much of the new knowledge has come from studies made in Vietnam. Treatment now emphasizes a rapid refilling of the body's blood vessels to prevent shock caused by loss of blood and infection.



Navy Nurse Checks Patient's Pulse in Hospital Ship's Recovery Room.

USS Sanctuary provides mobile medical support.

In Vietnam, a catheter monitor to check pressure within the large central veins is inserted near the heart. The monitor tells the physician if too much or too little fluid is being given. Urine samples are taken hourly from the patient so that immediate steps can be taken if his condition deteriorates.

Rather than giving an immediate blood transfusion in cases of shock, doctors in Vietnam have been using another fluid to refill quickly the wounded man's veins.

In doing so, the physician gains time for a safer, more orderly typing and cross-matching of blood, thereby lessening the need for transfusions using unmatched blood. This, in turn, lessens the danger of damage to the body's cells and the possibility of excessive acid in both blood and body cells.

Drugs which induce dilation of blood vessels have also been used in treating combat casualties in Vietnam. However, their usefulness has been limited principally to controlling shock.

New Uses of Blood

The conflict in Vietnam is the first in which frozen blood has been used—not so much for large volume transfusions but to provide red cells for the carrying of oxygen to the tissues.

Type O Rh negative frozen blood is given in Vietnam and has been found to be entirely safe.

The frozen blood can be kept at minus 85 degrees Centigrade aboard the Navy's two hospital ships lying off the coast of Vietnam and at the Naval Hospital in Da Nang where it is thawed and reconstituted in a machine which resuspends the red cells.

The blood may have been frozen years before it is used; nevertheless when it is thawed, between 70 and 90 per cent of the cells are still alive one week after transfusion.

Very little oxygen-carrying hemoglobin is lost in the freezing process—less in fact than in the more common types of banked blood when they get old.

During World War II and the Korean conflict, unwanted fluids were drawn from the chest cavity by way of needles. Nowadays, however, physicians have found that suction produced by a pump through a large-bore chest tube works much better.

An all-purpose, battery-operated field pump is used in Vietnam which can quickly empty the fluid in a chest cavity, thereby lessening the possibility of clotting blood and other complications.

New Pharmaceuticals

Since the Korean conflict, several new and powerful drugs have been developed which are now being used to good advantage in Vietnam. Here are a few:

- Cephalothin—An antibacterial sodium salt which is used to combat infection caused by a variety of bacteria.
- Lincomycin Hydrochloride — An antibacterial agent.
- Colisthimethate Sodium—An antibacterial agent used especially for infections in the urinary tract.
- Penicillins—The kinds which are synthetically produced in the laboratory have been used with great success in Vietnam when other agents have been found inadequate.
- Dexamethasone—Used to eliminate or reduce inflammation and swelling. This has been especially useful in reducing inflammation around fluid-producing bone splinters in the brain.
- Mannitol—Draws fluid from the body and increases kidney functions.

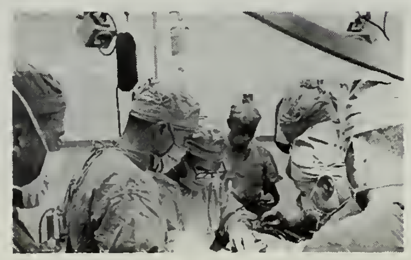
Brain and Cranial Injuries

Experience in Vietnam hasn't appreciably changed the treatment of injury to the head and brain. There is, however, one notable exception.

Corpsman at Work in Hospital Ship's Laboratory.

Machine Does Heart's Work During Surgery.

Electroencephalograph Measures Patient's Brain Waves.



Navy Surgical Teams in Vietnam Are Tops.

Heretofore, doctors believed that bone fragments retained in the brain after an operation eventually would lead to brain abscesses as infection developed around the fragments.

In Vietnam, however, in-driven bone fragments were removed from the brain, cultured and found to be sterile. Surgeons now feel that small retained fragments need not be removed from the brain, if doing so would endanger the patient's life or nervous system.

Physicians once considered the exploration of neck wounds as being standard practice. Doctors in Vietnam found that, in the absence of clear indications and especially after X-ray study, surgery wasn't always advisable aside from local cleaning of the wound. The patient, of course, is kept under close observation.

Treatment of Abdominal Wounds

Perhaps the most important new concept in abdominal surgery and the treatment of abdominal wounds stems from the broader knowledge of the liver's anatomy. Physicians are now willing to do extensive work on the liver to remove foreign matter.

Treatment of wounds in the area of the kidney, on the other hand, has become more conservative through experience in Vietnam. Physicians are more intent upon preserving kidney tissue by removing only a part, rather than all of a damaged organ.

INTENSE CONCENTRATION IS REFLECTED IN THE FACES C

The resuscitation of patients whose kidneys fail to function has also improved in recent times so that measures can be taken which preserve the lives of many who would have died not long ago.

Circulatory Damage

A wound in one of the major arteries is, of course, extremely dangerous and requires fast action. The system of rapid evacuation of the wounded from forward areas in Vietnam, however, does get patients to the hospital faster than ever before. At the same time, this conflict is the first in which heart pumps have been available in the combat zone.

These pumps are largely used in open-heart surgery and cause the patient's blood to bypass the heart,

During the past three years, 18 Navy blood donor centers have collected more than 100,000 units of blood for shipment to southeast Asia.

Requirements for blood vary with the tempo of combat activity and the number of casualties. At the present time, 1300 units of blood are being provided each week by Navy donor centers in naval hospitals at: San Diego, Calif., Great Lakes, Ill., Beaufort, S. C., Portsmouth, Va., Charleston, S. C., Memphis, Tenn., Orlando, Fla.

The Naval Medical School at Bethesda, Md., rounds out the list of eight donor centers currently supplying whole blood for use in Vietnam.

making repair possible.

Injuries to major blood vessels have been treated with much more confidence in Vietnam than in past conflicts. New tools and techniques have been available and many of the new generation of surgeons are skilled in vascular surgery.

One of the more prominent features of more aggressive treatment of circulatory system wounds is in the policy of reoperating immediately if the blood flow isn't properly established by a previous operation.

Whenever large veins are blocked by clots, these are often surgically removed and flow restored. Whenever a limb seems to be in real danger after the blood vessels are repaired and foreign matter has been removed, the sympathetic nerves that control the blood vessels may be divided and the tough tissue that surrounds muscles may be cut.

VY SURGEONS AT WORK IN VIETNAM.

Orthopedic Wounds and Rehabilitation

Reconstructive and rehabilitative work with the wounded, particularly amputees, has always received considerable attention from the Navy and, since Vietnam, a number of improvements have been made—a fortunate fact inasmuch as two-thirds of all wounds are orthopedic in nature and between 20 and 30 per cent of all patients in Navy hospitals in Vietnam are orthopedic cases.

The Navy does not retire an amputee until he is fitted with new limbs. The major portion of this work is done at the U. S. Naval hospitals—in Philadelphia for patients east of the Mississippi and Oakland for those west of the Mississippi.

It might be well to interject, at this point, a word concerning the evacuation of patients from Vietnam to the United States.

The trip is taken, usually in stages, with travel to a hospital in Japan or Guam and, from there, to the United States.

The loss of limbs has been reduced in Vietnam through greater skill in treating arterial injuries. Bone grafts have been understandably useful and skin grafts have shortened the time necessary to heal all wounds.

Improved supply systems, the use of paper tape in holding wounds together, and the use of improved Plaster of Paris for casts have all played a part in improved orthopedic work, too.

During World War II it took a year, more or less, to replace an amputated limb with a compensating device. Amputees from Vietnam are often fitted with artificial limbs within three or four months.

These are but a few of the medical developments which are responsible for improved treatment and the low mortality rate in naval hospitals and hospital ships located in Vietnam.

Hopefully, all the medical lessons learned in this conflict can be translated into general usage, as many already have.

If they are, Vietnam, too, may be added to the roster of conflicts whose medical developments eventually will preserve more life than was destroyed.

Three decades of miracle medicines

A Dramatic Battle Against Disease

INFECTION and disease have taken great tolls among men who participated in the armed conflicts of the past. Before World War II, in fact, the enemy killed fewer soldiers than disease.

As recently as World War I, the disease death rate for the military was 14.1 per thousand but this figure dropped to 0.6 per thousand during World War II.

There has been an even greater improvement in the number of wounded who have recovered.

During the Civil War, half the wounded died. During World War I, however, only 8.1 per cent of those who reached a first aid station succumbed.

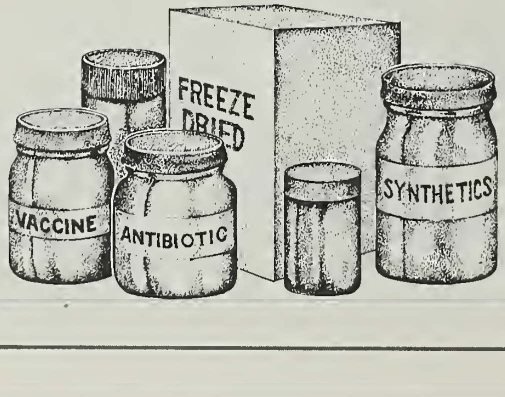
There was an even more dramatic change during World War II and the Korean conflict. Only 4.5 per cent of the WW II wounded died and, during the Korean conflict, the mortality rate decreased to 2.4 per cent.

Complete figures for all the armed services in Vietnam are not available but, as of June 1969, among all Navymen and Marines wounded in action in Vietnam, the mortality rate was approximately 1.6 per cent.

This is not only a phenomenal improvement when compared to the mortality rate in other conflicts, it represents a further decrease in the mortality rate since last November of about one tenth of one per cent.

Much of this decrease in mortality rates was brought about by improved and new drugs such as those of the sulfa family. These anti-infectives saved the lives of thousands of wounded at Pearl Harbor and later soldiers were issued sulfa tablets with instructions to swallow them when wounded.

Anti-infectives which were called miracle drugs only a few years ago are now taken for granted. It is largely through the pharmaceuticals which were available at the outset of hostilities in Vietnam that the death rate has been held to an all-time low.



Here are some of the drugs which are responsible:

Improved Vaccines—Immunization procedures used in the military increased from two or three at the beginning of World War II to a dozen. All U. S. servicemen, for example, were immunized against tetanus during the war with the result that tetanus deaths dropped to the vanishing point.

A new egg-yolk vaccine combined with antilice chemicals ended the menace of typhus in the armed forces for the first time in history.

Antimalarial Drugs—These were first produced in the United States after Japanese conquest of the East Indies cut off most of the world's quinine supply.

The synthetics proved to be more effective than quinine against the deadlier forms of malaria. Use of one synthetic, for instance, dropped the malarial rate in the American and British armies to less than one out of every 2500 cases, while the toll remained high in the Japanese Army which continued to rely upon quinine.

Blood Plasma—A method of freeze-drying human blood plasma was developed, thereby permitting its shipment and storage without refrigeration.

By 1945, blood collected by the Red Cross was being processed at the rate of 450,000 pints a month. As a result, thousands who might have died in previous wars were saved.

Penicillin— This important antibiotic is generally considered the greatest drug development of World War II. A Rockefeller grant brought the drug to the United States and government research helped develop it.

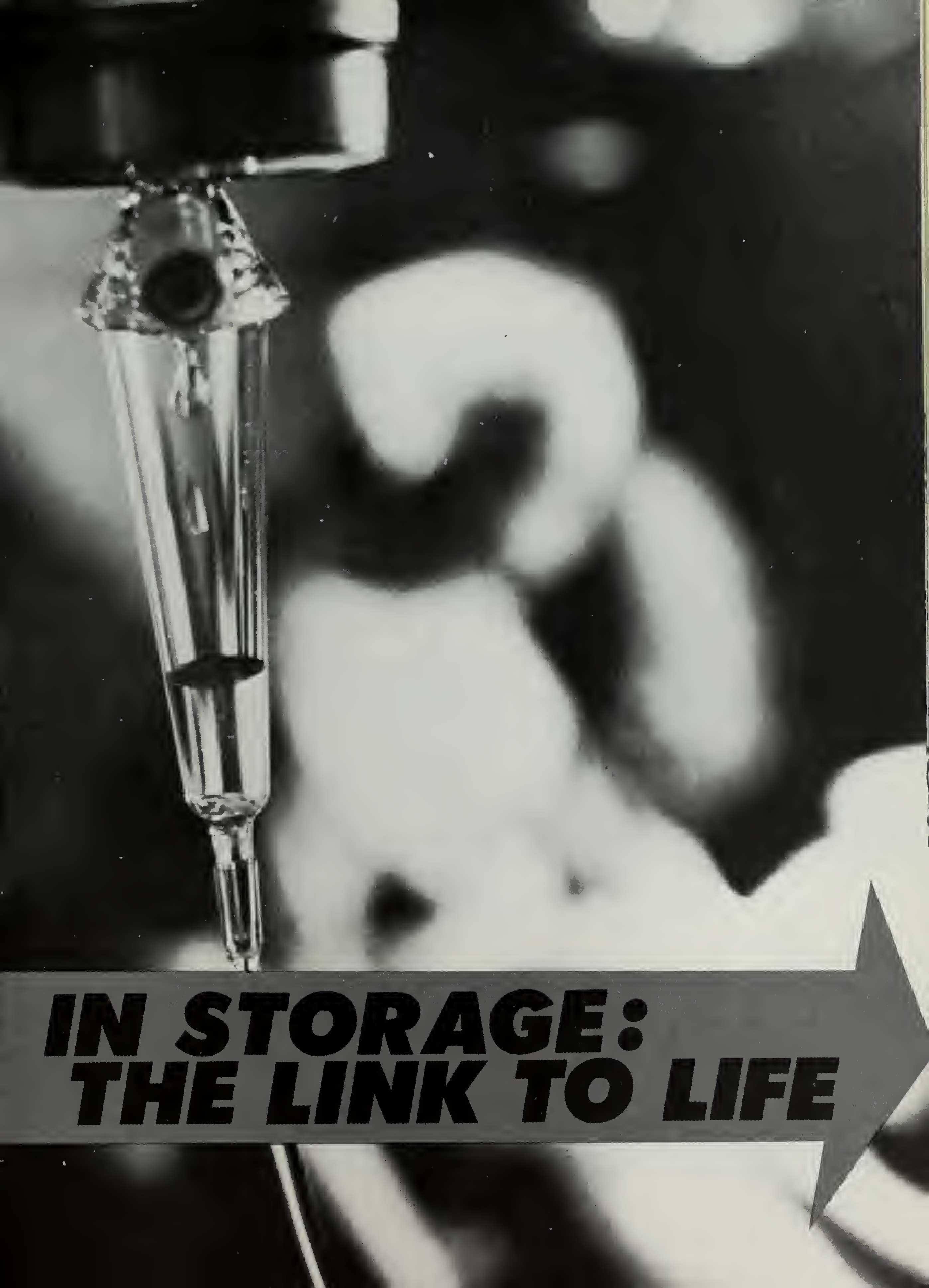
The development was little less than spectacular when one considers that in 1942 there was hardly enough penicillin in existence to treat 100 patients.

By late 1943, the armed forces and those of our allies were being supplied and, by 1945, there was enough for civilian needs as well.

Since the beginning of hostilities in Vietnam, research and development has continued producing medicines which are just as remarkable as those developed during the interval between World War I and the Korean Conflict (see page 19).

The big difference lies in the frame of mind with which they are received. Miracles which occur every day cease to be miracles.

Strength-giving Glucose Drips into Wounded Man's Vein Before Surgery. ➡

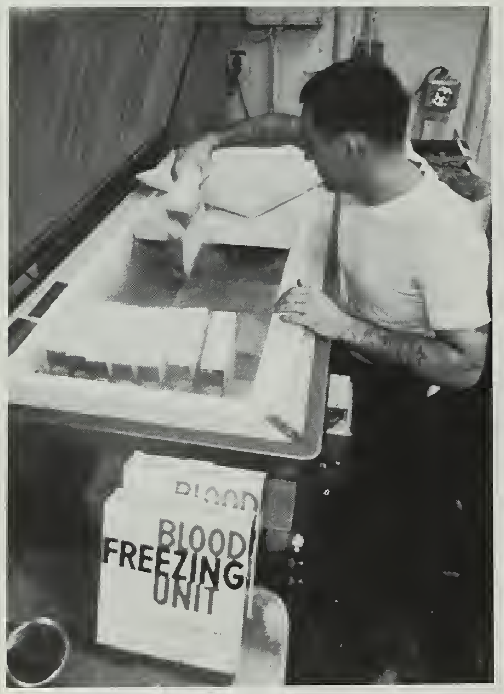


IN STORAGE: THE LINK TO LIFE

MILITARY BLOOD PROGRAM—

When the Military Blood Program Agency in the United States receives a request for blood from the Commander in Chief, U. S. Army Pacific, acting for the Commander in Chief, Pacific, all three services turn to and provide it in a race with time.

The surgeons general of the three services are responsible for making the collection and sending it in weekly shipments to Vietnam but the race really begins with the collection of the blood. The Navy does its part by calling upon blood donor centers which are large enough to collect blood for Vietnam in addition to the regular amounts needed for their own local use.



Frozen Red Cells and Plasma Ready for Use in Vietnam.

Cytoglomerotor Reconstitutes Frozen Blood in USS Repose.

Reconstituted Blood Is Weighed Before Transfusion.

Refrigerated Blood Ready for Quick Use Aboard Hospital Ship.

Corpsman Types and Crossmatches Blood in Da Nang Hospital.

When the call for donors goes out, the response from military men, their dependents and civilian employees at naval bases is always generous. The Navy has shipped more than 100,000 units for use in Vietnam since June 1966.

To speed transfusions by Vietnam medical facilities, a special antibody test is conducted at the donor centers for all group O blood to ascertain whether or not it can be used in emergency transfusions without waiting for a time-consuming crossmatch of donor with patient blood samples.

After the blood is tested and labeled, it is packed in special shipping containers, each of which may contain 18 units cooled with 14 pounds of cracked ice.

Nobody forgets that time is still of the essence when dealing with whole blood. It must be sent to the Armed Services Whole Blood Processing Laboratory (ASWBPL) at McGuire Air Force Base, N. J., on the first leg of its journey to Vietnam, within 72 hours after donation.

Although speed is necessary, no chances are taken with safety. Every unit of blood which arrives at the ASWBPL is given a careful quality control check which, among other things, confirms the group and type of the units. They are then packed with ice in polystyrene containers especially designed to hold the blood a few degrees above freezing for 24 hours—even in the tropics.

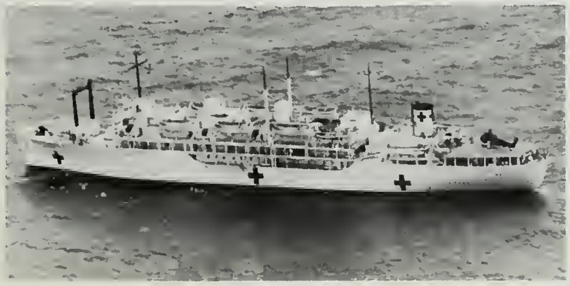
The blood is then loaded in a *Starlifter* jet for the 17-hour trip across the top of the world to Japan where the ice level in all containers is checked and the blood transshipped to the Central Blood Bank in Saigon.

Much of the blood which reaches Saigon finds its way to sub-depots in Long Binh, Da Nang, Qui Nhon, Na Trang and Chu Lai from which it fans out to about 100 U. S. and allied medical facilities in the field.

Surgical Team Aboard USS Valley Forge Operates on Wounded Man Within Minutes After Injury.

Emblem on Stack and Guide Lines for Helicopter on USS Repose Landing Platform Symbolize Speed and Dedicated Service Characteristic of Navy's Medical Role in Vietnam.

Hospitalman Checks Out Brain Wave Monitor.



Hospital Ship Repose Has Served Almost Continuously in Vietnamese Combat Zone.

Medical Assistants Rush Patient from Helicopter to Hospital Ship Receiving Area.

Now the race with time is almost ended and the blood has reached all the medical facilities which need it within five or six days after donation—an important factor because whole blood must be used within 21 days after it is drawn from its donor's veins.

THE DEMAND for blood in Vietnam is understandable for, according to medical care experts, the use of high quality whole blood has been a major factor in the excellent record of medical support being compiled in southeast Asia.

For example, nearly 25,000 units were used in 1968 at the Naval Support Activity's hospital at Da Nang alone. The next largest users of blood last year were medical activities of the Third Marine Amphibious Force which used more than 20,000 units, and the hospital ships USS *Repose* (AH 16) and *Sanctuary* (AH 17) which used 6000 and 5000 units, respectively.

More than 80,000 patients have received over 350,000 units of whole blood since medical facilities in Vietnam began receiving casualties.

It would be safe to say that many of those patients are alive today because blood donors at home answered the call for help, and modern technology supplied the means by which whole blood could be carried halfway around the world to save the life of a wounded American in Vietnam.

PLASTIC SURGEON

on the medical team

PLASTIC SURGEONS are no magicians but they can perform wonders by combining their skills with those of general surgeons, bone specialists, oral surgeons, neurosurgeons or ear, nose and throat specialists.

The accomplishments of these medical teams are described by Commander W. D. Latham, MC, USN, in a paper entitled "Plastic and Reconstructive Surgery in Casualties from Vietnam," which is summarized here.

Casualties from Vietnam who require plastic surgery are usually treated in hospitals within the United States because the best facilities exist there.

Nevertheless, there are plastic surgeons in Vietnam who work with those who can be treated with the facilities at hand, then returned to duty without the need for evacuation to a CONUS hospital.

In the treatment of Vietnam casualties, plastic surgeons concern themselves primarily with shifting or transferring healthy tissue to replace a loss.

Simple wounds can frequently be closed with sutures and even those which only require skin grafts present no special problem. Plastic surgeons regard transplants of this type as relatively routine.

THERE ARE, however, more complicated reconstruction jobs which result from armed combat. Wounds which expose bones, tendons, joints and nerves obviously require more attention than mere skin grafting, although flaps of skin and tissue are used to protect these vital structures.

For example, a complicated injury such as the restoration of a badly damaged hand would require bone reconstruction, and repair of nerves and tendons to make the hand functional again. Such restorative work can be done by grafting or replacing bones, nerves and tendons to restore normal function to the hand after providing it with a satisfactory skin covering.

Surgeons Scrubbing Up in Preparation for Surgery.

To provide covering, plastic surgeons frequently transfer skin tissue from some other part of the body to the patient's arm which temporarily serves as a host, supplying circulation to the skin flap until it is moved and begins growing in the new location.

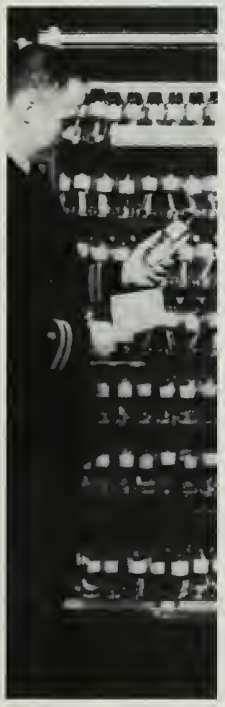
When the surgeon has completed his work, his patient will possess a hand which eventually will function, and will look the way it should look.

Nevertheless, even after the surgeon has performed a miracle of sorts by restoring the use of a man's hand, more work remains for physical and occupational therapists and for the patient himself.

In treating casualties for burn injuries, one of the doctor's main concerns is preventing infection. By removing destroyed tissue and using skin grafts to cover the burned area, the burn is healed.

In addition to removal of destroyed tissue by the plastic surgeon, physiotherapy is also used during treatment to prevent scar tissue from contracting or joints and muscles from becoming stiff.

Oral Surgery in One of the Operating Rooms Aboard USS Repose.



Freeze-dried Human Tissue Ready for Use in Plastic Surgery.

Navy Dentist Is Part of Team Which Works with Plastic Surgeon.

When the burn patient is ready for reconstructive surgery, tendons, muscles and the like which may have been shortened are restored. When this is done, function is returned by means of skin graft or tissue transfer, resurfacing the scarred area and, if necessary, restoration of features.

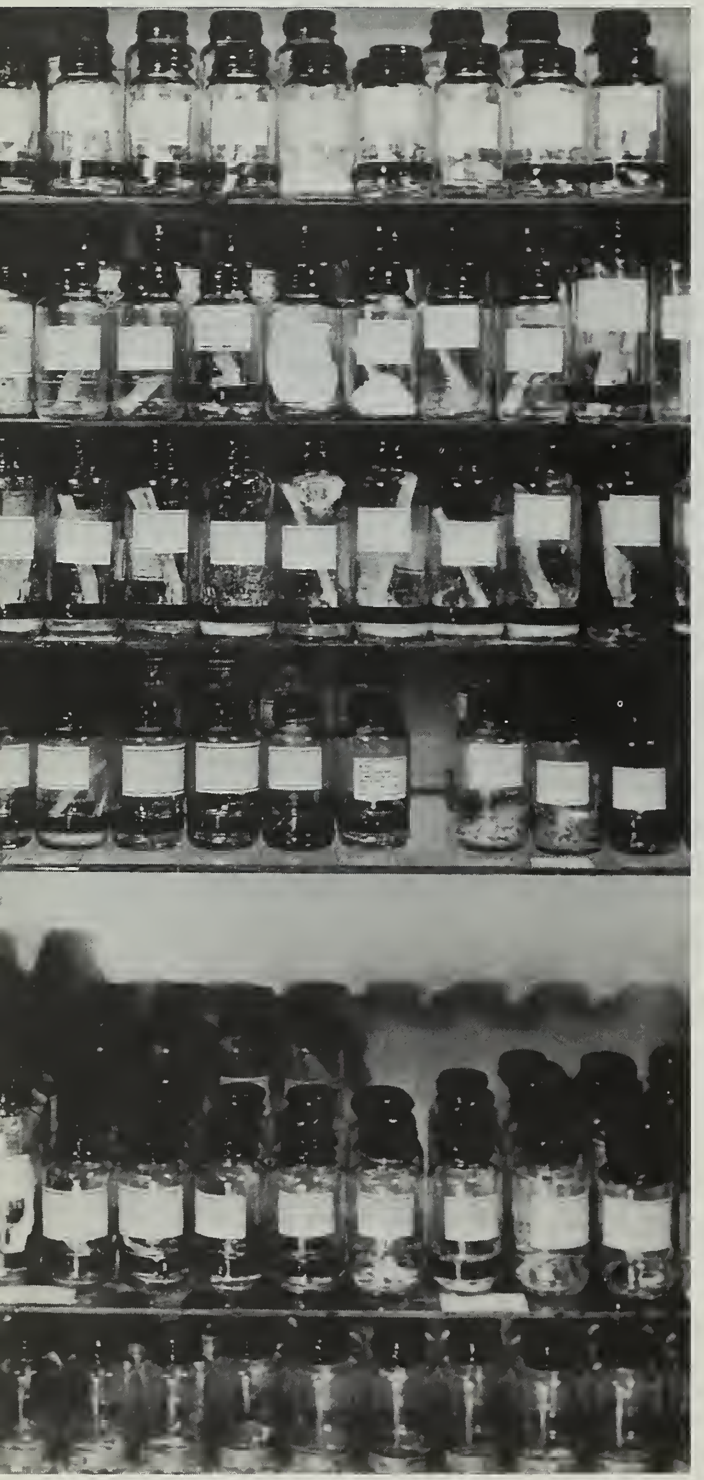
Injuries to a person's facial features can be as varied as burn or hand injuries. On the one hand, reconstruction may require no more than revision of a scar. On the other hand, rebuilding may be a complicated job requiring bone reconstruction and dentures before the patient is completely rehabilitated.

There are, of course, cases which are beyond the plastic surgeon's skill and others where the surgery performed has proved disappointing. However, it is a tribute to the plastic surgeon's skill to say that most of his patients are returned to a normal life and, for that matter, to duty in continuation of their service careers.

The minority of patients whose injuries prevent them from performing further active duty are sometimes transferred to Veterans Administration hospitals where they can receive follow-up treatment or further reconstruction.

Patients who have completed their service obligation during reconstruction can, if more treatment is needed, obtain it at a VA hospital near their home.

SAVINGS FOR LIFE—
TISSUE BANK



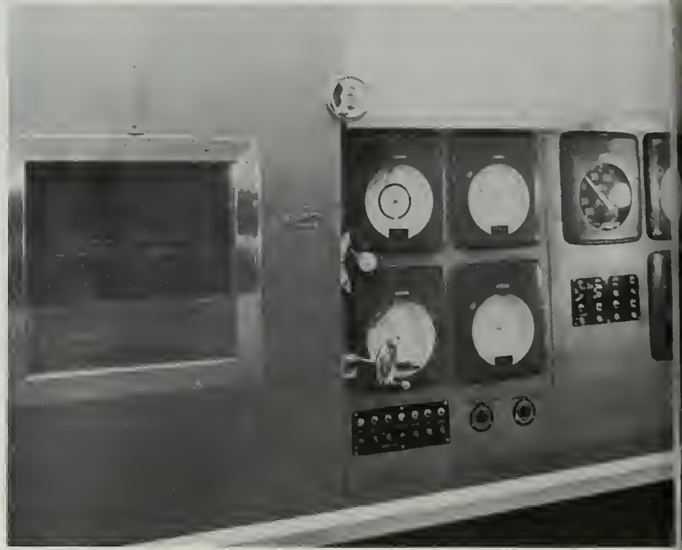
THE ABILITY of a physician to reconstruct one body with parts from another seems like science fiction, yet Navy doctors in Vietnam and at home are doing it.

The Navy Tissue Bank at the National Naval Medical Center's Naval Medical Research Institute is the organization which supplies the repair parts.

The Tissue Bank was started in 1949 by two farsighted orthopedic surgeons who foresaw the usefulness of a readily available supply of bone for reconstruction purposes.

Their vision was confirmed when the Korean conflict began and the need arose, not only for bone, but for all kinds of tissue—bone, skin, cartilage, dura (the covering of the brain), fascia (the tissue which binds together the internal parts of the body) and other structural supporting tissue, as well. All were collected, freeze-dried, and stored at Bethesda.

Once the tissue is freeze-dried, it is usable for at least eight years and possibly longer.



Unit for Drying Human Tissue for Later Use.

Freeze-dried Tissue Stored in Navy's Tissue Bank.

Tissue deposited in the bank for processing is first catalogued, then placed in a glass bottle and stored at temperatures which range from 120 to 130 degrees below zero Centigrade.

Before the tissue is used, a report concerning its donor comes from the pathology laboratory and the tissue is cultured to insure its sterility.

When it is determined to be safe for use in transplants, the tissue is dried from the frozen state in a vacuum—a process similar to that used for freeze-drying food products.

THE USE OF preserved tissue is not confined to the Navy. Many doctors, civilian and military, make withdrawals from the bank and its tissue is used by military medical centers throughout the world. Records of all grafts are kept at the bank as the tissue is used. Histories of patients are also kept through periodic reporting of military patients who report to service medical facilities for regular examination and the bank reports the overwhelming number of tissue grafts are successful. Many produced results which border on the incredible.

There was, for example, a case of a youth who lost most of his jawbone in an accident. Thanks to the Tissue Bank, the entire jawbone was replaced.

Another patient had serious burns over 70 per cent of his body and skin tissue from the bank was used as a kind of biological dressing which kept the patient free from infection until autografts using the patient's own skin could be made.

As might be expected, the use of all kinds of freeze-dried tissue has skyrocketed since fighting began in Vietnam where demands for freeze-dried skin, bone and other tissue have been heavy.

Skin tissue has been particularly useful for dressing burns, and freeze-dried bone is valuable in treating surgical defects and for use as a bridge to join two pieces of fractured bone.

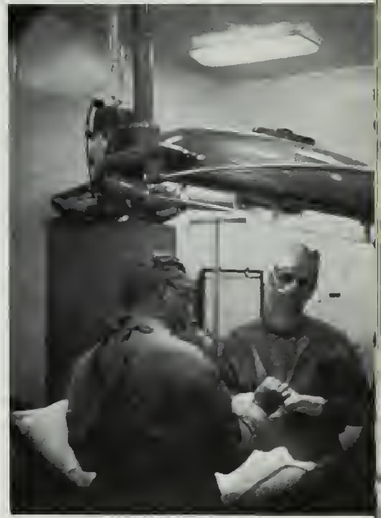
Freeze-dried dura has been successfully used in hundreds of peacetime cases and is now used by Navy surgeons in Vietnam to cover large cranial defects.

The demand for freeze-dried tissue has taxed the available supply at Bethesda so heavily that it is exploring the possibility of cooperation with civilian hospitals to provide additional tissue.

To help bridge the gap, a new tissue procurement center will soon be established at the U. S. Naval Hospital in San Diego which will help the Navy keep apace of the demand for human tissue.

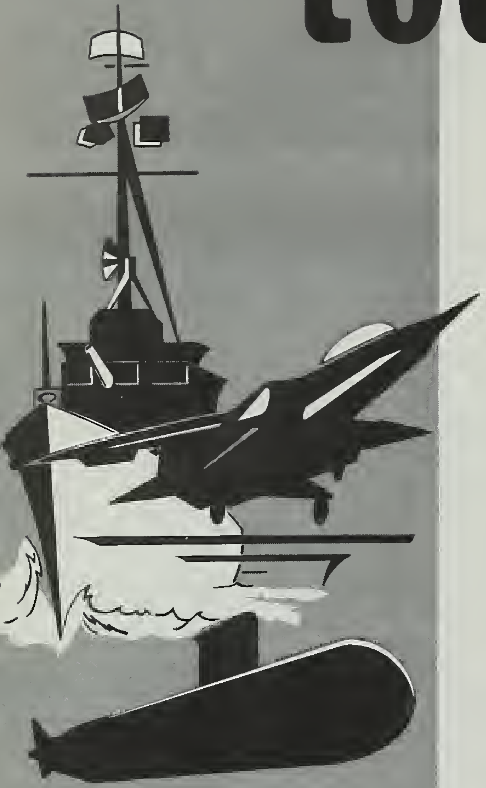
Shaping Bone Tissue for Surgical Use.

Surgical Nurse Takes Notes in One of USS Sanctuary's Four Operating Rooms.



Operating Room Aboard USS Repose.

(The articles on this and the preceding pages have been prepared by ALL HANDS *staff writer Robert Neil following research and interviews with personnel at the Naval Hospital Bethesda, the National Naval Medical Center and the Navy's Bureau of Medicine and Surgery.)*



Navy Transfers 109 Riverine Craft to Republic of Vietnam

Those 64 Mobile Riverine Force patrol boats transferred to the Republic of Vietnam last June represented the biggest turnover of river craft so far, bringing the total to 109 boats received by the RVN as part of the transition of forces during the past year.

Nearly 500 U. S. Navymen were involved in the transfer. Many of those who had not completed their Vietnam tours were reassigned to units engaged in training Vietnamese Navymen for future river boat turnovers. Some shifted to other Mobile Riverine Force units where they will finish out their tours; some are among those returning to the United States as the MRF reduces its forces.

Among the craft transferred—they were in the 50- to 60-foot range—were seven Monitors, four Command and Communications Boats (CCBs), 16 Assault Support Patrol Boats (ASPBs), 35 Armored Troop Carriers (ATCs), and one refueler.

Vietnamese crewmen who assume command of the U. S.-built river boats are trained in much the same manner as those who become qualified River Patrol Boat (PBR) crewmen.

In the PBR joint naval training, young Vietnamese seamen recruits work alongside their American overseers, wearing the same uniform, black beret and colored shoulder-patch.

For example, PBR River Division 521, based near Hue, serves as a training ground for RVN Navymen integrated into the division for operational exercises.

The first trainees, who reported to the RivDiv in March, will qualify for PBR duty with a river division after completing nearly eight months of joint naval schooling and on-the-job training programs. Primary subjects covered are gunnery, mechanics, operational maintenance, English and small boat seamanship.

Each recruit is assigned as a regular crewman on one of the division's 10 PBR craft and goes on routine 12-hour patrols covering much of the 100 miles of inshore waterways near Hue. He takes the same risks, performs the same duties as the other boat crewmen and assists with regular upkeep of the craft. In effect, he gains valuable experience that someday may enable him to assume full responsibility of his own PBR.

More likely than not, some of the Vietnamese who assumed command of the riverine boats were among 99 men who underwent basic training at NTC San Diego last year.

The training received was the same as for U. S. Navymen, except some of the classes in government were supplemented by classes about government in their own country. Now, the knowledge and skills they learned in San Diego have since been applied to their own Navy in the Mekong Delta and elsewhere. And it has better enabled them to understand and work with U. S. Naval advisors.

Such phases of naval training, both in Vietnam and the United States, demonstrate the close cooperation between the two governments working toward creating a stronger RVN Navy, thus developing stability in Southeast Asia.

Commendation for DesRon 9

Eight ships of the Long Beach based Destroyer Squadron Nine were presented the Navy Unit Commendation for exceptionally meritorious service from June 1968 to September 1968 against the enemy in Vietnam.

During its two-year deployment with the Seventh Fleet, DesRon Nine patrolled the North Vietnamese coast on Operation Sea Dragon and sank nearly 400 waterborne logistics craft; engaged in 50 separate running gun duels with North Vietnamese coastal batteries, silencing many of them.

While the squadron was operating as gunfire support ship in South Vietnam, its guns sank 84 supply sampans and put the equivalent of more than two fully-manned North Vietnamese battalions out of action.

Although DesRon Nine racked up a noteworthy score off the coastal areas against the enemy, she also added to her laurels by pulling 26 downed airmen from the Tonkin Gulf and the South China Sea in search and rescue operations.

Commander Cruiser Destroyer Force, U. S. Pacific Fleet presented the commendation award to enlisted representatives and commanding officers from each of the following ships: uss *Reeves* (DLG 24), *Collett* (DD 730), *DeHaven* (DD 727), *Blue* (DD 744), *Ozbourn* (DD 846), *Theodore E. Chandler* (DD 717), *Mansfield* (DD 728) and *Hollister* (DD 788).

—JO2 P. E. Jay.

Tektite I

The water was warm and clear off the coast of St. John, Virgin Islands, as four U. S. aquanaut-scientists took up residence in the undersea habitat of *Tektite I.* They remained there for 60 days—the longest undersea stay ever accomplished by an entire team of divers.

The Navy contributed much of its experience and technical expertise to *Tektite I* but the operation wasn't exclusively a Navy show. It also commanded the interest of the Interior Department and the National Aeronautics and Space Administration (NASA). The University of Pennsylvania and the U. S. Coast Guard also participated.

The Navy managed the program through the Office of Naval Research and administered the industrial contract for *Tektite* equipment.

Having already had considerable experience in underwater living, the Naval Medical Research Institute helped select the crew after drawing upon its knowledge of man's underwater behavior and performance. The microbiology and physiological programs were developed by the Naval Biological Laboratory.

In fact, it was Navy experience which provided the necessary operational leadership to carry out the operation's entire scientific program.

When the four aquanauts' studies have been evaluated, Operation *Tektite* is expected to answer many questions for the Navy and NASA as well as provide a foundation of knowledge which will contribute to man's future ability to harvest the riches of the sea.

CPOS ON NR BOARD—Three chief petty officers named to the 1969 National Naval Reserve Policy Board confer with RADM J. T. Burke, Jr., Assistant CNO (Naval Reserve). (l-r) Chief Engineman W. S. Shaver; Master Chief Petty Officer of the Navy Delbert D. Black; RADM Burke; and Senior Chief Yeoman H. A. Barriger.

Enlisted Advisors Serve on Reserve Policy Board

Three enlisted men, appointed by the Secretary of the Navy, have served on the 1969 National Naval Reserve Policy Board, as advisors on matters relating to EMs of the Naval Reserve.

They are Master Chief Petty Officer of the Navy Delbert D. Black, USN, Senior Chief Yeoman H. A. Barriger, Naval Air Reserve Training Unit at Andrews Air Force Base; and Chief Engineman W. D. Shaver, Reserve Training Center at the Washington Navy Yard.

The Naval Reserve Policy Board accepts recommendations on the Navy's Reserve component from Navy Department bureaus and offices, Naval District Commandants, the Chief of Naval Air Reserve Training, the Commander Naval Reserve Training Command, and from individual Reservists.

Board - approved recommendations, new policies and policy changes are then submitted to the Secretary of the Navy for final consideration and implementation.

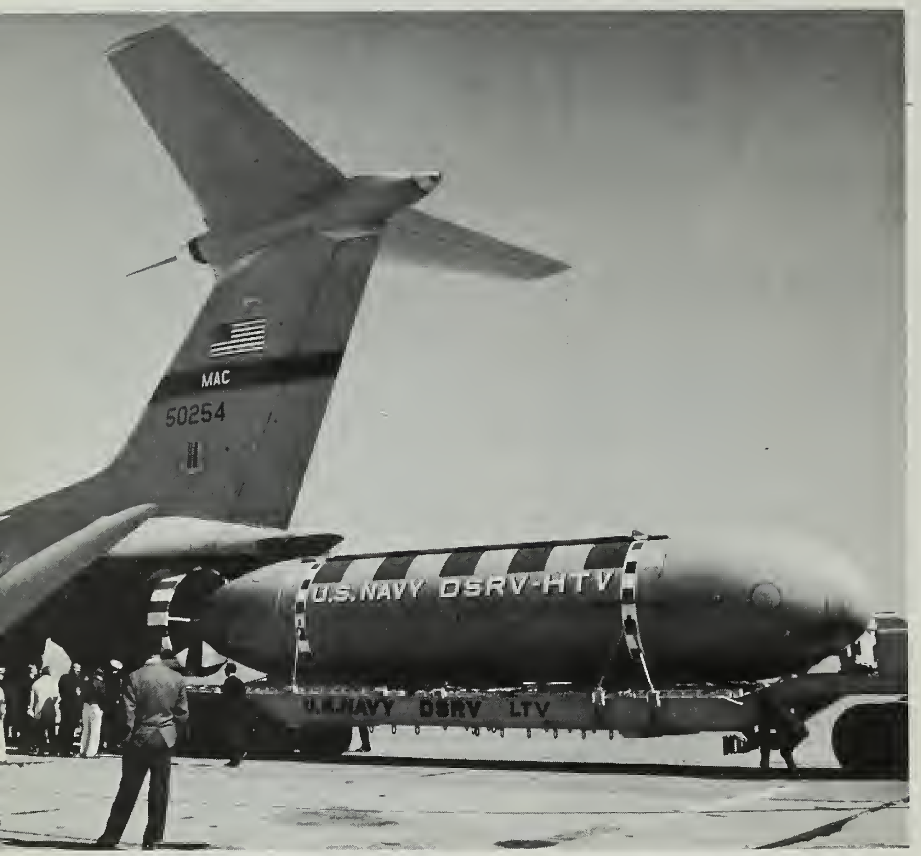
For the first time in the 13-year statutory history of the Board, Navy enlisted personnel have been represented in its deliberations. The first enlisted advisors of the Board were introduced in June to the members and staff of the Policy Board, which is headed by Rear Admiral J. T. Burke Jr., Assistant Deputy Chief of Naval Operations (Naval Reserve).

The Board first convened in March 1939, and has met annually thereafter. In August 1956 it received a statutory status by law, under Title 10 of the U. S. Code.

In 1967-68, the Board authorized Chief Engineman Joe Wasson to attend its annual meeting as an observer. His presence then led up to the appointment as advisors of Chiefs Black, Barriger, and Shaver.

By law, the Board convenes at least once a year at the seat of the government to consider, recommend, and report to the Secretary of the Navy on Reserve policy matters. The Board adjourns but remains as a body throughout the year.

Seven active duty officers (four Regular Navy, three Naval Reservists) and 15 inactive Reservists comprise the membership of the Board. The staff is headed by the Recorder.



FLYING SUB—Full-scale model of Deep Submergence Rescue Vehicle is winched aboard C-141 during tests to make sure it can be flown to rescue.

ICAD Introduced to DSRV

The Navy's dream of a deep submergence rescue vehicle (DSRV) came one step closer to reality with the recent unveiling of a precision control and navigation system.

The new development is called an integrated controls and displays system (ICAD) and will enable pilots of the DSRV to maneuver their craft and to hover over and connect with a disabled sub with considerable accuracy.

The DSRV will be used primarily to rescue crews trapped aboard distressed submarines at depths as great as 3500 feet. Accuracy at such inhospitable depths is critical to the DSRV pilot because the rescue vehicle must place its hatch over that of the sunken sub with a minimum of variance.

The new system makes this possible by providing virtually instantaneous coordination between the human pilots, the sensing and maneuvering mechanisms and the computers.

Much of the instrumentation used in the ICAD was developed for other Navy navigation and guidance systems while other aspects draw heavily upon *Apollo* techniques and earlier laboratory projects.

Despite ICAD's advanced technology and controls, neither hovering nor closure maneuvers can be carried out without the assistance of human operators.

The rescue vehicle will carry a crew of two or three in the forward sphere while the center and aft spheres are for rescued survivors.

The ICAD will be sent to the West Coast where the DSRV is now under construction. The original engineering model of ICAD is being used to train Navy hydronauts and operators who have been assigned as members of DSRV crews.

Rescue Sub Can Fly

Tight-squeeze tests at Naval Air Station, Moffett Field, have demonstrated that the Navy's Deep Submergence Rescue Vehicle (DSRV) can fly in a C-141 *Starlifter* jet transport.

Handling crews moved a full-scale model of the DSRV through the rear loading hatch of a C-141 with a narrow clearance.

The delicate loading tests proved out Navy and Air Force handling procedures for the 50-foot, torpedo-shaped rescue submarine. When commissioned, the DSRV must be ready for shipping at a moment's notice.

Scheduled for launch this fall, the DSRV and its associated system will be able to start rescue operations for the crew of a downed sub anywhere in the world within 24 hours of the accident. To do that, the DSRV must be air transportable—an unusual requirement for a submarine.

If an emergency occurs, the DSRV will be loaded aboard a C-141 and flown to a port near the site of the accident. The rescue sub will then be placed piggyback on a Navy Fleet submarine and carried to the scene, where the DSRV will dive to the sunken sub, attach to the hatch of the disabled craft, and take aboard the crewmen, 24 at a time.

The purpose of the model, which is called the Handling/Training Vehicle (HTV), is to evaluate the handling system and train the handling crews before the real rescue sub is ready for service.

For the loading tests, each item of the system was operated as if for a real mission. Although the airplane didn't fly with the HTV, the submarine model was ballasted with water to equal the 73,000 pounds of the DSRV.

Jacks installed at the aircraft's nose, tail and landing gear insured a stable platform for the careful transfer from land transport to air transport.

The *Starlifter's* cargo winch slowly pulled the HTV aboard. Riding on a cradle, the HTV slid across rollers on a specially built land transport vehicle and onto rollers of the aircraft's cargo deck.

Following the tests, when the HTV had been removed from the aircraft, crewmen practiced loading the land transport vehicle.

The DSRV mission plans call for the use of three *Starlifter* aircraft. One will carry the sub, a second the land transport vehicle, and a third will transport mission support equipment and the DSRV crew.

Sugar Grove Blooms

Sugar Grove, West Va., located about 150 miles west-southwest of Washington, D. C., is the newest link in the U. S. Navy's communications network.

The 525-acre mountaintop site was selected for its seclusion and relative freedom from outside electromagnetic interference.

The station's main receiving antennas first went into operation last December when testing began. Each of the two circular antenna arrays is 1000 feet in diameter.

The station has an underground two-floor operations building. For this purpose, an existing underground structure was redesigned to house about 100 radio receivers and numerous subordinate devices.

The structure also includes a shop, technical library and lounge areas in addition to emergency messing and berthing facilities.

The underground areas are fully equipped with environmental control devices and a carbon dioxide "flood" system for fire protection.

The multipurpose personnel building houses a 70-man barracks, a galley and messing facilities, a Navy exchange, a movie area and administrative offices. Twenty family housing units have been completed and 20 units are scheduled for completion.

When the facility at Sugar Grove is in full operation, it, together with its parent facility at Cheltenham, Md., near Washington, will serve as an important link for receiving high frequency signals in the network connecting Navy operating forces and the Navy Department in Washington, D. C.

SEABEE TEACHERS—Construction Mechanic 2nd Class Jack Reagin and Steelworker 2nd Class Jack W. Reposs pass on their skills to Vietnamese trainees.

Seabees Turn Teacher in Vietnam Self-Help Program

At one corner of an uncompleted single-story building, two Seabees stood beside a stack of lumber with a young Vietnamese workman, who listened intently as they went through a series of explanations concerning the building's construction.

The Seabees were teaching the man how to make window frames for an infirmary at Ba Rau Village, about 170 miles northeast of Saigon.

When completed, the building will be used as a village clinic. It will have a modern freshwater and sewage disposal system and will provide quarters for the resident medic.

With the knowledge gained from this construction experience, the Vietnamese moves one step closer to becoming a skilled builder, a benefit to himself, his family and his nation.

There are many similar cases of Vietnamese learning a skilled trade through a "self help" program coordinated with Seabees from Mobile Construction Battalion Six, Team Three, based at Phan Rang, 150 miles northeast of Saigon.

When the Seabees undertake such projects, they provide technical advice and assistance to the local tradesmen who do the actual work. This creates within the worker a sense of pride and accomplishment, since he learns while doing.

Among the building projects sponsored by this particular civic action team, consisting of 13 men, are the infirmary; a school that had been partially destroyed by high winds; the repair and maintenance of various roads in the area; and the construction of block-making machines that will enable the villagers to build better homes.

Fifteen Seabee teams are working in the Republic of Vietnam under sponsorship of the Civil Operations and Revolutionary Development Support Branch of the United States Agency for International Development (USAID). In their direct contact with the people, these Seabees are assisting in the U. S. effort to strengthen the Republic of Vietnam's economy by helping to train the nation's craftsmen. —**RM2 Frank W. Degnan, USN**

MIDWAY HOME—DesDiv 362 refuels at Midway while on the way home. (left to rt.) USS Waller (DD 466), USS Corry (DD 817). USS Robert L. Wilson (DD 847) and USS Robert K. Huntington (DD 781).

Home from Deployment

Some saw combat. All were ready for it.

Now, their tasks completed, the men of these units came home from deployments:

- Mobile Construction Battalion 12, to New England for decommissioning, after seven months' duty at Camp Adenir in the Da Nang area. Its Reservist members, called to active duty in 1968, now return to civilian life.

MCB 12 can record accomplishments in both construction and civic action. Its men produced crushed rock and concrete, built refrigerated food storage spaces, and laid down parking areas for helicopters. They also donated construction materials for Vietnamese schools, hospitals and orphanages; taught building skills to the Vietnamese; and provided medical and dental care to more than 10,000 civilians.

- USS *Coral Sea* (CVA 43), to San Francisco, ending a seven-month Vietnam cruise.

In North Vietnam, her Air Wing 15 planes hit traffic control points on the communist country's major highways. After the bombing halt in the North, they shifted to enemy troop concentrations, supply routes and storage areas in the I Corps area of the Republic of Vietnam.

- USS *Forrestal* (CVA 59), to Norfolk, after a nine-month Mediterranean cruise with the Sixth Fleet.

She took part in Fleet and NATO exercises during the deployment, and visited France, Italy, Turkey, Greece and Spain.

- USS *Hornet* (CVS 12), to Long Beach, after seven and a half months in the Western Pacific.

She provided air surveillance, supply service, and medical and technical assistance for other units in the Gulf of Tonkin and the Sea of Japan.

- USS *Princeton* (LPH 5), to Long Beach, to end a seven-and-a-half-month Vietnam deployment.

She served as flagship for Amphibious Ready Group Alfa in coastal waters, participating in Operations Fortress Attack III and IV, Proud Hunter, Swift Pursuit, and Eager Hunter.

The embarked helicopter squadrons also kept *Princeton's* medical department busy, bringing in 720 medical evacuations from the beach. The surgical team performed about 200 major operations.

- USS *Fox* (DLG 33), to San Diego, after five and a half months on Vietnam duty.

The frigate patrolled and trained in the Gulf of Tonkin, and took part in operations with Marine, Air Force and submarine units.

- USS *Worden* (DLG 18), to San Diego, following six months with the Seventh Fleet.

Assigned to the Gulf of Tonkin, she carried out anti-air warfare and search and rescue missions.

- USS *Robert K. Huntington* (DD 781), to Mayport, from seven months off Vietnam.

In the Gulf of Tonkin, *Huntington* provided gunfire support for ground forces, served as carrier and frigate escort, and performed search and rescue operations.

- USS *Porterfield* (DD 682), to San Diego, ending a Vietnam cruise.

Assignments included gunline duty, support of allied landings, antisubmarine warfare training and carrier escort service.

- USS *Morton* (DD 948), to San Diego, after a combat deployment to Vietnamese waters.

HAPPY DAYS—Families of Seabees of MCB 12 wait at Davisville, R. I., for the return of their constructionmen who have been on a seven-month tour in Vietnam.

ME HOME
MCB-12

Her duties included gunfire support, carrier escort and search and rescue. *Morton's* action included shallow-water navigating to reach firing positions north of Vung Tau, assistance in defense of Da Nang after Viet Cong attacks, and firing in support of allied operations at the Demilitarized Zone.

- USS *Robert L. Wilson* (DD 847), to Norfolk, to end a WestPac combat cruise.

Her duties included gunline, carrier escort, and surface-submarine surveillance coordination assignments.

- USS *Corry* (DD 817), to Norfolk, from a Vietnam deployment.

Her tour included gunline service in four of the five corps tactical zones; search and rescue duty on PIRAZ Station; carrier escort assignments; and amphibious operations.

- Five destroyers, returning to San Diego together, from a deployment in the South China Sea and the Sea of Japan. They were assigned to gunfire support, carrier escort and ASW training.

The five are USS *Parsons* (DDG 33), *Shelton* (DD 790), *Lofberg* (DD 759), *Richard B. Anderson* (DD 786) and *Wedderburn* (DD 684).

Fire Trucks on Deck

Fire trucks of the type used on Navy air bases and air stations now are carried aboard aircraft carriers to combat the threat of fires and explosions such as occurred aboard USS *Enterprise* (CVAN 65) last January and *Forrestal* (CVA 59) two years ago.

The first carriers to receive the trucks last March were *Kitty Hawk* (CVA 63) and *Coral Sea* (CVA 43). Other carriers, including *Ticonderoga* (CVA 14), *Ranger* (CVA 61) and *Enterprise*, also were to receive one truck each.

No one is saying the fire engines will wipe out the possibility of carrier fires.

However, the trucks do offset most disadvantages associated with the smaller motorized carts the carriers received after the *Forrestal* fire in August 1967.

The smaller carts were designed to move in quickly with Purple K and light water and prevent a fire from spreading to ordnance.

However, during the *Enterprise* fire, the carts could not provide enough foam to do the job.

Investigation of the *Enterprise* fire also revealed that in order for the carts to be even somewhat effective, they had to move in close and thereby expose their drivers and nozzle men to exploding ammunition.

The fire trucks, on the other hand, are some eight feet higher than the carts and can combat a blaze from a relatively safe distance.

The trucks carry six times more water and foam than the carts and can spout 3000 gallons per minute. The truck spray can reach a distance of 100 feet.

As good as they might be, the trucks are considered only a stopgap until a permanent, built-in system designed by the Naval Ship Engineering Center was tested at NAS Jacksonville last December under conditions which simulated the *Enterprise* fire.

The system was installed in a 9600 square-foot area which was covered with 3500 gallons of JP-5. The prop wash from aircraft was used to simulate 30-knot wind conditions.

The fire was lighted off, and after a 60-second pre-burn, the sprinkler system was activated. The "flight deck" was sprayed with a solution of six per cent light water and 94 per cent seawater.

In 110 seconds, the blaze was 90 per cent extinguished. Men then moved in with hose lines and put out the remnants of the fire. Total elapsed time: Less than two minutes.

Robert B. McCann, head of the Fire Protection Systems Section,

The Navy is equipping its attack carriers with seagoing fire trucks like the one pictured here on Kitty Hawk's flight deck.

carrier firefighting system can be devised.

In the words of *Kitty Hawk's* commanding Officer, Captain John F. Davis, the trucks are "a substantial improvement . . . but:

"What we really need is a fast, high-capacity capability built right into the deck, like a sprinkler system.

"Push a button and the entire deck is covered with foam."

Right you are, Captain.

A new flight deck firefighting Naval Ship Engineering Center, briefed representatives of Fleet Training Centers on the new system during a Damage Control Training Conference at Treasure Island last May, and plans now are underway to equip carriers with the system during regular yard overhaul periods.

USS *America* (CVA 66) is scheduled to come out of the yards with the new sprinkler system later this year. *Enterprise* herself will be next.

Yorktown Paradise

About three months of good camping weather remains in southern Virginia where one of the newest Navy-sponsored trailer camping facilities opened this summer at the Yorktown Naval Weapons Station.

Located on the bank of the York River that flows into the Chesapeake Bay and then into the Atlantic, the campground features 10 trailer spaces, each equipped with electrical outlets and fresh water, a picnic table and charcoal grill. The sites are laid out in the fashion of a large wheel. In the hub, a building houses restrooms and coin-operated washers and dryers.

Presently, there are no facilities available to pitch camping tents; however, reservations for camp trailer space may be made by written request to: Director, Special Services, Naval Weapons Station, Yorktown, Va. 23491; or by telephone: 703: 887-2411, Ext. 691; Autovon: 555-3480, Ext. 691. Daily rent is $2.

Recreation facilities in the immediate area include horseshoe pits, badminton and volleyball courts, a children's playground (complete with swings and slides), and a pavilion with a barbecue pit.

Elsewhere on the station, campers are welcome to use facilities such as an archery range, bowling alley, golf course, theatre, swimming pools, tennis courts, stables, gymnasium, recreation room, library and nursery. Fishermen may check out equipment and boats or saltwater fish from the station pier.

For a change of pace from outdoor cooking, visitors to Yorktown are invited to have lunch in the Commissioned Officers' Mess (Open) or at the Senior Petty Officers' Mess. Both serve Monday through Friday.

There's really no need to stock up on supplies before arriving at the campsite. Food and other necessities may be purchased in the station commissary and exchange. And, should there develop a need for emergency medical treatment, a naval dispensary is nearby.

Besides the cost-saving features of staying at Yorktown, the location in itself should be attractive to the sightseeing family. It was here in October 1781 that allied French warships and American riflemen defeated the British troops then occupying Yorktown. Also, within a few minutes' drive are historic landmarks such as Jamestown, first permanent settlement in Virginia, and picturesque Williamsburg which has been restored to its colonial splendor.

OUT TO SEA—Attack carrier USS *Enterprise* (CVAN 65), escorted by tugs, steams out of Pearl Harbor.

Forrestal's Sick Bay

You know the routine.

You give your name and complaint to the duty corpsman. He pulls your sick call record from a file, stamps the date on the top page, writes something you can't quite decipher, and tells you to take a seat. Eventually, your name is called from the back room and it's your turn to see the doctor.

This procedure may vary to suit the facility, but most often, that's how it goes when you make sick call. Obviously, having medical and dental sick call facilities available when you need them is one way of insuring that you stay fit, feel good, and are physically able to do your job.

This is especially important during operations at sea.

However, for the Medical and Dental departments aboard USS *Forrestal* (CVA 59) medicine at sea involves considerably more than the usual sick call. With some 4000 Navymen and Marines on board, and an average 1456 sick call visits and 1200 dental patients each month, these two shipboard departments are busy.

The Medical Department has four doctors and 37 corpsmen, including specialists such as laboratory technicians, X-ray technicians, and operating room technicians. Three of the doctors, including Captain Louis A. Herrmann, the Senior Medical Officer, have had training in aviation medicine. CAPT Herrmann also holds a Master's degree in public health. *Forrestal's* fourth doctor is a surgeon.

MEDICAL FACILITIES aboard the carrier include six battle dressing stations located on various levels of the ship, three hospital wards with accommodations for a total of 80 bed patients, a pharmacy stocked with medication ranging from aspirin to penicillin, a physiotherapy room, X-ray room, eye examination facility, and a well equipped operating room.

To assist the doctors in making correct diagnoses, the carrier has a laboratory with capabilities equal to those of a 150-bed hospital laboratory. During a recent Med cruise, *Forrestal's* lab technicians performed an average of 1721 tests monthly, including general chemistries, routine bacteriology, and serology and blood studies. When more extensive lab tests are indicated, specimens are flown to the Navy Medical Center at Bethesda, Md.

AN UNUSUAL FEATURE of the laboratory is its "walking blood bank" file which contains the names, blood types and Rh factors of a number of men on board. This provides quick reference to a nearby donor if blood is needed, and eliminates the need to store large quantities of blood on board.

Four dentists, seven dental technicians and three DT strikers belong to the smallest (and possibly busiest) department aboard. During calendar year 1968, the dental department accomplished an overall total of 32,674 procedures. It placed 8172 permanent restorations (fillings), took 1876 X-rays, and performed 1106 oral surgical procedures. Approximately 35 to 40 crowns, bridges, partial dentures and full dentures are fabricated each month.

The senior dental officer, Commander Chester J. Schultz, DC, USN, points out that men in their late teens and early twenties are quite susceptible to caries (tooth decay). Since this is a major age group for carrier Navymen, an annual dental examination and a three-agent stannous fluoride treatment are recommended.

Forrestal's medical and dental departments are not only in business to cure ailments. High priority is given to preventive measures which include regular programs of teeth cleaning and treatments with stannous fluoride. The DTs perform more than 450 fluoride treatments and teeth cleanings each month. (And, before the carrier departed for her Med cruise, some 350 children of *Forrestal* crewmembers were treated with fluoride and examined for cavities.)

The Preventive Medicine section of the Medical Department inspects all milk and fresh provisions brought aboard, and makes frequent visits to food service spaces to ensure that proper sanitary measures are maintained. This section also has a pest control program.

The Medical Department also provides routine immunizations to protect the health of everyone on board. The department averages 1400 such immunizations monthly, and uses computer data cards to keep track of who's had what.

—Journalist 3rd Class
R. G. Heroux

Wave Skydiver

Hospitalman Rita Ann Sturm, assigned to the Naval Hospital at NAS Quonset Point, R.I., frequently exchanges her tailored blue Wave uniform and high heels for a one-piece orange fluorescent jump suit and high-cut black paraboots to pursue a pastime regarded by many as the fastest growing sport of the decade: skydiving.

Floating through the air under a billowy orange and white parachute, surveying miles of earth below, induces, in Rita's words . . . "a soft, gliding feeling in a private world . . . like nothing I have experienced."

Hospitalman Rita Ann Sturm enjoys an unusual sport for a girl, skydiving. She poses here at NAS Quonset Point before a trip aloft.

Rita was encouraged by a friend to try skydiving. It didn't take much encouraging. Her natural athletic ability and eagerness to accept the challenge made her a willing candidate for the skyward sport.

In her hometown, the petite parachutist had been a cheerleader and a sports enthusiast before enlisting in the Navy in December 1967.

Last summer, she expanded her interest in sports and learned to sail in Narragansett Bay, but switched her attention to skydiving which, she claims, is more exciting than any other sport she's tried.

Although "scared to death" on her first jump, her green eyes sparkle each time she describes the experience.

Scared or not, there are many precautions taken to aid the novice jumper at NAS Quonset. Newcomers carry a ground-to-air radio receiver to receive instructions from drop zone directors who aid the jumper to a safe landing.

Away from the airfield, Rita says her enlistment in the service stemmed from a long-standing desire to become a Wave. Now 19, she remembers hearing her father tell of his experiences aboard a landing craft in the Pacific during World War II, and, as she learned more about the Navy, she wanted to become a part of it.

Her present assignment in the electrocardiograph unit of the hospital is a technical extension of the work she did as a high school student. As a sophomore, she became a hospital aide, and for two summers and a short time after graduation, she worked with retarded children near her hometown.

Working with children convinced her that she has found her career field, and after her tour with the Navy, she hopes to enroll in Indiana University to major in elementary education.

Rita Ann Sturm is a Navy Wave with definite pursuits: a vocation leading to a meaningful career and a hobby that allows her to undertake the extraordinary.

—Doris M. Card.

Social Security Numbers to Replace Current Service Numbers and File Identifiers

It's also true what you've heard about the pending demise of your service number, and your Social Security account number (SSAN) taking over as your military identifier.

This change, discussed in BuPers Inst. 1070.20, will become fully effective on 1 Jan 1972, when all enlisted service numbers and officer file numbers will be permanently retired.

This applies to all Navy men and women, Regular, Reserve and Retired, and to midshipmen and other Navy students.

Since there is considerable paperwork involved, the numbers change will be phased in during the next two and one-half years. For starters, the SSANs were to have been fed into automated personnel and financial data systems by 1 Jul 1969. They gradually will be added to various other personnel, pay and medical reporting systems.

WHY the change?

Standardization. Simplification. Why use two when one will do?

In January 1967, the Secretary of Defense directed that SSANs be substituted for military service numbers in data systems throughout DOD. The services were requested to develop plans for conversion to SSANs in automated systems, interfacing data systems, and other mutual-interest processes. Forms, ID badges and tags, filing systems, historical records, and administrative publications were to be revised on a service-by-service basis. Each of the services worked out plans for the changeover and set its own target date, with the Chief of Naval Personnel the coordinator for the Navy.

The Navy plan is to continue using military service numbers until 1 Jan 1972 when, it has been projected, the phasing-in of SSANs will have been completed.

Meanwhile, as stated in BuPers Inst. 1070.20, detailed instructions will be issued for actions to be taken to substitute SSANs for service numbers on various documents, forms, correspondence and reports.

Standard forms, including Navy-initiated DOD forms and publications, should be appropriately revised as reprinting becomes necessary. Individual commands should develop plans to effect changes at the local level.

AS NOTED above, the target date for incorporating SSANs into automated personnel and financial data systems was 1 Jul 1969. In this vein, any newcomer who does not have a Social Security number will be issued a pseudo SSAN to use until he obtains a permanent one from the Social Security Administration. Details on the administration of this procedure are contained in the changeover directive.

For now, it is not required that SSANs be entered on all forms that contain service numbers. However, it is required that, effective 1 Jul 1969, a permanent SSAN or Navy pseudo SSAN be included on certain FHA Home Mortgage Insurance forms submitted under SecNav Inst. 1741.4 series. These are:

Request for and Certification of Eligibility (DD Form 802). When using the version dated 1 Oct 1954, enter the SSAN in the lower half of item 5. The form revised 1 Nov 1967 provides space for the SSAN in item 3a.

Certification of Termination (DD Form 803). Enter the SSAN in the lower half of item 4.

Any new developments in the numbers change program will be reported in ALL HANDS. Meanwhile, you might break out your Social Security card and start memorizing that nine-digit number. It's the real you.

Bachelor Navymen May Be Entitled to BAQ In Permanent Change of Station Status

As a bachelor Navyman, you may be entitled to a basic allowance for quarters while in a permanent-change-of-station status (PCS), provided you're at least a petty officer 3rd class or higher with more than four years' service.

This entitlement also applies when you transfer from one ship to another where both ships are home-ported at the same place. The BAQ, in this case, is payable at the rate of $2.34 per day (for PO3s with over four years) from the date you leave one ship through the day before you report to your new ship. You cannot, of course, be paid BAQ for any time you occupy government quarters.

This entitlement also applies when you transfer from a ship to a shore station, or vice versa, where the home port of the ship and the station are at the same location. The ship does not have to be at its home port when the transfer is made.

(BAQ rates for Navymen without dependents range from $2 for pay grades E-1, -2, -3 and -4 (under four years); $2.34 for E-4s over four years, and for E-5s and E-6s; $2.50 for E-7s; and $2.84 for pay grades E-8 and E-9.)

Under the same qualifications, you may continue to receive a BAQ at the same time you are drawing full per diem whenever you are at a temporary duty station under orders that direct an ultimate permanent change of station transfer.

These BAQ entitlements were determined by the Comptroller General who provides guidelines (they were reported in CompGenDec B-163821 and CompGenDec B-165165).

Housing at Port of New Construction May Be Available for Men on Temporary Duty

If you are ordered to temporary duty as a member of a new ship construction crew or precommissioning crew, you may be entitled to Navy family housing at the home port of the ship.

Exactly when your family might move in depends on the availability of the quarters and the length of any waiting list, however.

Policy states that housing lists be established on a first-come, first-served basis, but your placement on such a list may be based on the date of your detachment from your previous duty station provided you make application for quarters to the housing authority within five days of that date and confirm your application within 10 days after your arrival.

As a solution to an immediate problem, those members now on such temporary duty, but whose application for inclusion on a waiting list had been denied by homeport housing authority previously because the ship was not yet in commission, the five-day deadline on advance application will be waived. However, the member on temporary duty will not be placed ahead of any personnel in the top 10 per cent, which is the portion of the waiting list stabilized for planning purposes.

Guidelines on the policy and procedures for assignment of family quarters are contained in OpNavInst 11101.13D (with change 1).

New Duty Preference Cards Are Issued for Top Three Enlisted Grades and Selectees

A NEW DUTY preference card, applicable to the top three enlisted pay grades, has been issued to the Fleet.

Officially, it is referred to as the *E-7/E-8/E-9 Duty History and Preference Card, NavPers 1306/34 (3-69)* (formerly NavPers 4053).

With a few exceptions, all chief petty officers, seniors and masters included, and CPO selectees should have submitted a new duty preference card to the Chief of Naval Personnel (Pers-B21) by 1 Jul 1969.

The exceptions (by ratings) are:

- Hospital Corpsmen (HM) and Dental Technicians (DT) will submit their cards to the Chief, Bureau of Medicine and Surgery (Attn: Code 3411 for HM; Code 6133 for DT).
- Data Processing Technicians (DP) and Tradevmen (TD) will continue to submit Data Card NavPers 753 or 2926, as applicable, to BuPers according to Chapter IX, *Enlisted Transfer Manual.*
- Air Controlmen (AC), Aerographers Mates (AG) and Aviation ASW Operators (AW), will continue to submit these data cards: NavPers 1306/6 for AC, NavPers 1306/2 for AG, and NavPers 1306/16 for AW. Guidelines may be found in Chapter IX of the *TransManual.*

In addition to submitting a NavPers 1306/34 to BuPers, the following chief petty officer ratings will submit duplicate copies as required:

- Commissarymen (CS), Ship's Servicemen (SH), Storekeepers (SK), and Aviation Storekeepers (AK)—holding NECs 2813 or 3111 (commissary store or exchange manager)—will submit a duplicate card to the Commanding Officer, Navy Ship's Store Office, Brooklyn, N. Y. (Attn: IR-5).
- Naval Security Group communications technicians and other ratings serving with the NSG will continue to submit NavPers 729 and, when appropriate, NavPers 730, as directed by BuPers Inst. 1070.2 series.
- Photographer's Mates (PH) and Photographic Intelligencemen (PT) will also continue to submit Data Cards NavPers 1306/12, according to Chapter IX of the *TransManual.*
- Individuals with NEC 33XX will submit a duplicate NavPers 1306/34 to BuPers for use by the Nuclear Power/Polaris-Poseidon assignment section. On the back of the data card, enter all NECs held under "Remarks" (Block 10).
- Except for those persons with NEC 5345, all other 53XX NEC holders will submit a duplicate card for use by the Diver Detailing Section in BuPers. Additional instructions may be found in Chapter XIII of the *TransManual.* Here, again, under "Remarks," enter NECs held.

Initial supplies of NavPers 1306/34 were distributed Fleetwide before 1 Jun 1969, allowing one month before the cards were due in BuPers.

Where the new cards were unavailable, provision was made for all personnel serving, or who have been selected to serve, as CPOs, and all selectees for senior chief petty officer, to complete and submit to BuPers an E-8/E-9 Duty History and Preference Card (NavPers 4053). Procedures for submitting duplicate copies and other data cards as described above apply.

As the supplies of NavPers 1306/34 become available, they should be completed and submitted to Pers-B21 to be filed in place of the NavPers 4053.

It's important to keep data preference cards up to date. Without them on file, BuPers detailers will simply make assignments on a needs-of-the-service basis out of necessity.

There are at least three occasions when NavPers 1306/34s should be submitted:

- Within four to six months after reporting to a ship or station for duty as a result of permanent change of station orders.
- Six to eight months prior to TCD.
- Whenever a significant change in duty preference occurs.

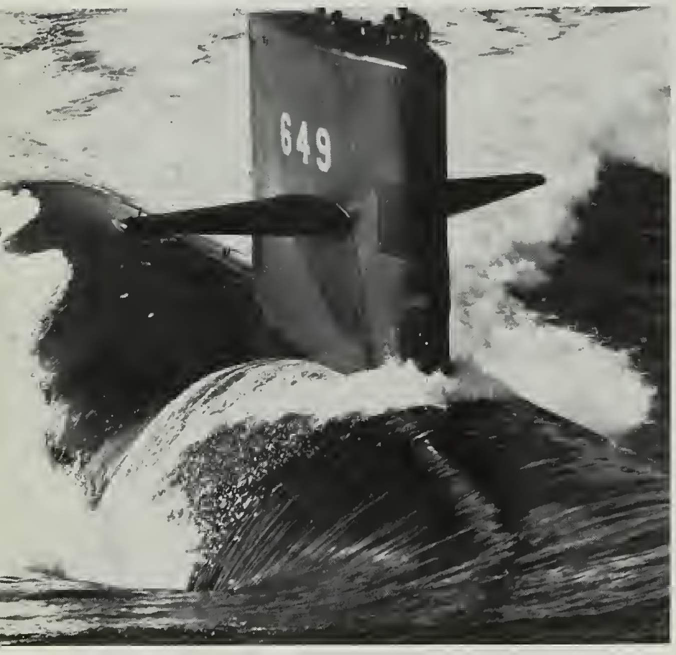
Here's a ready reference on how to fill out spaces on NavPers 1306/34 which are not necessarily self-explanatory.

Block 3 — Insert Social Security number.

Block 5 — Insert date of submission (two-position year, two-position month, two-position day). This date is not date of rate.

Block 6 — (Preferences) In the far left-hand blocks, indicate preference by number (1, 2 or 3) for the various categories of duty. In other words, if overseas duty is preferred, place No. 1 in the small box in the space marked "Overseas;" No. 2 in the "Shore" space box if this is the second choice; and No. 3 in the "Sea" space box, as appropriate. These priorities are of major importance in cases where an individual's career history might permit an assignment to more than one category, e.g., either sea or overseas, shore or overseas, etc.

Sea Duty Preference—Indicate up to two homeport preferences and three type ship preferences. Be certain that the ship type preferred operates out of the home port preferred.



Overseas Duty Preference—In the boxes containing asterisks (*), indicate a priority preference (1 and 2) in either the space marked General Duty or the space marked MAAGS/MISSIONS. If only one broad duty is preferred, place No. 1 in the appropriate box. If more specific duties are requested, so indicate on the reverse side of the card in the Remarks section.

Three locality preferences may be indicated, but it should be assured that billets exist there for the individual's rating.

Billet locations for most rates are published periodically by ALL HANDS. Information concerning specific locations can be obtained by a personal letter to the BuPers rating controller.

Shore Duty Preference—Here, again, priority preferences may be indicated by number (1, 2 and 3) in the asterisk boxes for General Duty, Instructor Duty and Recruiter Duty. Before indicating a preference for either Instructor or Recruiting Duty, individuals must ensure they can fulfill the qualifications stipulated in Chapters IV and V of the *TransManual.* Additional duty preferences should be listed in the Remarks section.

Three CONUS locality preferences may be listed after assuring that appropriate billets exist for the individual concerned at the localities indicated. Individuals should be sure to indicate three shore duty locations even though they may have only indicated one choice of type duty.

The back of the NavPers 1306/34 is self-explanatory, except that in the Remarks section, individuals are asked to indicate what their reenlistment intentions are if their active duty obligation expires between 1 Jul 1969 and 31 Dec 1970.

The space for Remarks may not be large enough to include all pertinent information. If more space is required, an attached five- by eight-inch card should be used to include all the information desired.

Some information previously recorded on the NavPers 4053 data card has been omitted from the NavPers 1306/34 card because improvements and revisions in the Bureau's Naval Manpower Information System (NMIS) will furnish this information to detailers from other report sources. Much duplicated reporting will be eliminated.

Areas marked "Detailer's Use" and "Detailer's Remarks," on the front of the card, will be used in the Bureau to code preferences for filing and allow detailers to use the duty preferences as one criterion for determining an individual's eligibility for certain duties. All assignments, however, will continue to be made with direct reference to the NavPers 1306/34.

More Ships and Units Join Honor Roll To Receive Presidential and Navy Awards

HERE IS an additional listing of those Navy ships and units which have received the Presidential Unit Citation, Navy Unit Commendation or the Meritorious Unit Commendation. The following supplements the list published in ALL HANDS February 1969. Names of ships and units contained in earlier issues are not shown here.

It includes naval units but does not include Marine Corps or Coast Guard or Army units cited in SecNav Notice 1650 Series of 19 March, 24 March and 5 May 1969. It has also been supplemented by individual Presidential and SecNav citations.

SecNav Notice 1650 goes on to explain that the citations for the Navy ships and units have been presented by the respective awarding authorities, and facsimiles and ribbon bars have been furnished for delivery to eligible Navy personnel who were still serving on board at the time the presentations were made.

As with other awards, no unit or any part may be awarded more than one unit award regardless of type, for the same act or service. Occasionally, a unit may have received a unit award for an act or service performed within a period covered by another award. It is also possible for the time frame of one unit award to overlap that of another. In such an instance:

- Personnel serving within a time frame covered by two or more unit awards may select and wear only one unit award ribbon.
- Personnel serving during a period which extends

beyond the time frame of one award into that of another are eligible for both unit awards.

Here's the list.

Presidential Unit Citation

Detachment B, CBMU 301	
Detachment, MCB 10	20 January - 19 Feb 68
Detachment, MCB 53	20 January - 13 Feb 68
Detachment, MCB 5	20 January - 24 Jan 68
Kitty Hawk (CVA 63) and Attack Carrier Air Wing II	23 Dec 67 - 1 Jun 68
Seal Team One	16 Jul 66 - 31 Aug 67

Navy Unit Commendation

America (CVA 66) and Attack Carrier Air Wing 6	12 May - 20 Nov 68
Destroyer Squadron 9	15 Jun 66 - 6 Sep 68
Fleet Air Reconnaissance Squadron 1	1 Dec 65 - 30 Nov 67
Helicopter Attack (Light) Squadron 3	1 Jul 67 - 1 Jan 68
Jouett (DLG 29)	18 February - 29 Jun 68
Newport News (CA 148)	2 Oct 67 - 26 Apr 68
Providence (CLG 6)	25 Nov 66 - 1 May 68
St. Paul (CA 73)	6 April - 8 Oct 68
Staff, Commander Iceland Sector, ASW Group	1 May 67 - 31 Jul 68
Task Unit 76.8.4	1 Jun 67 - 1 Sep 68
Ticonderoga (CVA 14) (Second award) and Attack Carrier Air Wing 19	26 January - 23 Jul 68
Destroyer Squadron 9, including:	
Staff, ComDesRon 9	15 Jul 66 - 26 Jul 68
Staff, ComDesDiv 92	15 Jul 66 - 20 Aug 68
Blue (DD 744)	15 Jun 66 - 5 Sep 68
Collett (DD 730)	15 Jun 66 - 5 Sep 68
DeHaven (DD 727)	15 Jun 66 - 20 Aug 68
Hollister (DD 788)	15 Jul 66 - 8 Aug 68
Mansfield (DD 728)	15 Jul 66 - 26 Jul 68
Ozbourn (DD 846)	15 Jul 66 - 20 Aug 68
Reeves (DLG 24)	15 Jun 66 - 26 Jul 68
Theodore E. Chandler (DD 717)	15 Jul 66 - 8 Aug 68
MSTS Office Vietnam	15 Apr 65 - 30 Sep 68
Task Force 65 Consisting of:	
MacDonough (DLG 8)	20 Jan 66 - 30 Jan 66
Nimble (MSO 459)	24 Jan 66 - 24 Feb 66
Skill (MSO 471)	21 Jan 66 - 24 Feb 66
Sagacity (MSO 469)	21 Jan 66 - 24 Feb 66
Pinnacle (MSO 462)	21 Jan 66 - 24 Feb 66
Kiowa (ATF 72)	25 Jan 66 - 25 Feb 66
Luiseno (ATF 156)	10 Feb 66 - 8 Apr 66
Hoist (ARS 40)	18 Feb 66 - 8 Apr 66
Petrel (ASR 14)	2 Feb 66 - 8 Apr 66
Tringa (ARS 16)	12 Feb 66 - 25 Mar 66
Nespelen (AOG 55)	26 Jan 66 - 25 Mar 66
Ability (MSO 519)	21 Feb 66 - 29 Mar 66
Notable (MSO 460)	21 Feb 66 - 29 Mar 66
Rival (MSO 468)	21 Feb 66 - 8 Apr 66
Salute (MSO 470)	21 Feb 66 - 8 Apr 66
Fort Snelling (LSD 30)	25 Jan 66 - 7 Apr 66
Lindenwald (LSD 6)	6 Apr 66 - 11 Apr 66
Boston (CAG 1)	30 Jan 66 - 15 Mar 66
Albany (CG 10)	13 Mar 66 - 15 Apr 66
USNS Dutton (TAGS 22)	21 Jan 66 - 29 Mar 66
USNS Mizar (TAGOR 11)	10 Feb 66 - 9 Apr 66
EOD Unit 2	24 Jan 66 - 8 Apr 66
Staff, CTF 65	20 Jan 66 - 15 Apr 66

Detachments of the following units attached to or serving with CTF 65 during the period 23 Jan 66 - 9 Apr 66:

EOD Team, Rota
EOD Team, Sigonella
Naval Support Group, Atlantic
Naval Ordnance Test Station, Pasadena
Naval Research Laboratory, Washington, D. C.
Office of Naval Research
Navy Mine Defense Laboratory, Panama City, Fla.
Naval Air Logistics Coordinator Representative, Europe (Naples)
EOD Mobile Unit, Washington
Naval Oceanographic Office, Suitland, Md.
Naval Civil Engineering Laboratory, Port Hueneme, Calif.
Naval Station, Rota, Spain (TYO 70)
Naval Magazine, Cartagena
Navy Supply Depot, Cartagena
Naval Submarine Medical Center, New London, Conn.
Service Squadron 8 Lorac Teams
Helicopter Combat Support Squadron 4 (Det. 46)

Task Unit 76.8.4	
Carronade (IFS 1)	1 Jun 67 - 1 Sep 68
Clarion River (LSMR 409)	1 Jun 67 - 1 Sep 68
St. Francis River (LSMR 525)	1 Jun 67 - 1 Sep 68
White River (LSMR 536)	1 Jun 67 - 1 Sep 68

Meritorious Unit Commendation

Amphibious Ready Group Alpha	
Task Group 76.4 consisting of:	
ComPhibRon 3 and Staff	Task Group 76.4 Cited for
Assault Craft Division 11 (Det. N)	Units Listed
Beach Jumper Unit 1 (Dets. A and F)	
Beachmaster Unit 1 (Det. A)	During Period 15 Nov 67 -
Cleveland (LPD 7)	22 May 68.
Comstock (LSD 19)	
Iwo Jima (LPH 2)	
Tactical Air Control Squadron 12 (Det. A)	
Underwater Demolition Team 12 (Det. E)	
Wexford County (LST 1168)	
Bermuda Sector ASW Group Operations	28 Jun 68 - 27 Jul 68
Blandy (DD 943)	13 May - 28 May 68 9 Jun - 28 Jun 68 14 Jul 68 - 2 Aug 68 24 Aug 68 - 16 Sep 68 25 Sep 68 - 1 Oct 68
Edson (DD 946)	2 May 68 - 16 Aug 68

Meritorious Unit Commendation (Cont.)

Task Unit 73.8.1 consisting of:	
Naval Aid Support Team Atlantic (Det. 1)	19 Oct 67 - 4 Mar 68
Sheldrake (AGS 19)	19 Oct 67 - 4 Mar 68
Tanner (AGS 15)	19 Oct 67 - 4 Mar 68
Towhee (AGS 28)	19 Oct 67 - 4 Mar 68
Tutuila (ARG 4)	12 Dec 67 - 26 Sep 68
Air Station, Cubi Point, R. P.	1 Aug 65 - 30 Apr 68
Berkeley (DDG 15)	2 August - 9 Oct 68
Beach Jumper Unit 1	20 Jul 65 - 23 Feb 68
Bordelon (DD 881)	6 Dec 67 - 12 May 68
Chipola (AO 63)	19 May - 21 Nov 67 30 May - 16 Sep 68
Claud Jones (DE 1033)	14 Oct 67 - 16 Aug 68
Cochrane (DDG 21)	19 February - 13 Aug 68
Communication Station, Cam Ranh Bay	26 Aug 66 - 30 May 68
Floyd County (LST 762)	1 April - 11 Oct 68
Halsey (DLG 23)	3 February - 26 Feb 68
Henry B. Wilson (DDG 7)	27 February - 8 Jul 68
Hull (DD 945)	1 February - 6 Jul 68
Jerome County (LST 848)	29 Nov 67 - 1 Jun 68
Mispillion (AO 105)	14 April - 16 Nov 67
Naval Advisory Group, Vietnam	31 January - 1 Mar 68
Naval Audit Service	31 Mar 67 - 31 Oct 68
Naval Ship Repair Facility, Yokosuka	1 Sep 65 - 30 Jun 68
Noxubee (AOG 56)	10 May - 23 Nov 68
Officer in Charge of Construction, Naval Facilities Engineering Command, Contracts, Vietnam (Second Award)	1 April - 31 Mar 68
Page County (LST 1076)	7 June - 30 Nov 68
Patapsco (AOG 1)	1 October - 31 Dec 67 26 January - 31 Mar 68
Patrol Squadron 10	28 June - 27 Jul 68
Petrel (ASR 14)	1 Jul 67 - 5 Mar 68
Preserver (ARS 8)	11 March - 5 Apr 68
Ranger (CVA 61) and Carrier Air Wing 2	3 Dec 67 - 9 May 68
Sumner County (LST 1148)	2 June - 30 Nov 68
Tillamook (ATA 192)	1 Dec 66 - 1 Nov 68
Tutuila (ARG 4)	12 Dec 67 - 26 Sep 68
Vega (AF 59)	15 July - 30 Nov 67 18 March - 23 Aug 68

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Boston Strangler (WS) (C): Drama; Tony Curtis, Henry Fonda.

Buona Sera, Mrs. Campbell (C): Comedy; Gina Lollobrigida, Shelley Winters.

Pendulum (C): Crime Drama; George Peppard, Jean Seberg.

The Night They Raided Minsky's (C): Comedy; Jason Robards, Britt Ekland.

Camelot (WS) (C): Musical Romance; Richard Harris, Vanessa Redgrave.

Assignment to Kill (WS) (C): Spy Drama, Patrick O'Neal, Joan Hackett.

Bullitt (C): Action Drama; Steve McQueen, Robert Vaughn.

The Trygon Factor (C): Drama; Stewart Granger, Susan Hampshire.

Better a Widow (C): Comedy Drama; Virna Lisi, Peter McEnery.

Only When I Larf (C): Comedy Drama; David Hemmings, Alexandra Stewart.

Mission Mars (C): Science Fiction; Darren McGavin, Nick Adams.

Mission Batangas (C): Action Drama; Dennis Weaver, Vera Miles.

Doctor Doolittle (WS) (C): Musical Fantasy; Rex Harrison, Samantha Eggar.

Sam Whiskey (C): Comedy Western; Burt Reynolds, Angie Dickinson.

We Still Kill the Old Way (C): Drama; Gian Maria Volonte, Irene Papas.

Danger: Diabolik (C): Suspense Drama; John Philip Law, Marisa Mell.

The Big Gundown (WS) (C): Western; Lee Van Cleef, Tomas Milian.

Hot Millions (C): Comedy; Peter Ustinov, Maggie Smith.

The Girl Who Knew Too Much (C): Drama; Adam West, Nancy Kwan.

Prudence and the Pill (C): Comedy; Deborah Kerr, David Niven.

Shalako (WS) (C): Western; Sean Connery, Brigitte Bardot.

The Split (WS) (C): Suspense Drama; Diahann Carroll, Jim Brown.

The Brotherhood (C): Drama; Kirk Douglas, Alex Cord.

The Subject Was Roses (C): Drama; Patricia Neal, Jack Albertson.

Support Your Local Sheriff! (C): Western; James Garner, Joan Hackett.

The High Commissioner (C): Melodrama; Rod Taylor, Christopher Plummer.

Anyone Can Play (C): Drama; Ursula Andress, Virna Lisi.

Search for the Evil One (C): Drama; Lee Patterson, Lisa Pera.

Fever Heat (WS) (C): Action Drama; Nick Adams, Jeannine Riley.

Strategy of Terror (C): Action Drama; Hugh O'Brian, Barbara Rush.

Ski Fever (C): Musical Comedy; Claudia Martin, Martin Milner.

Sinai Commandos (C): Melodrama; Robert Fuller, Abraham Mor.

The Stalking Moon (WS) (C): Western; Gregory Peck, Eva Marie Saint.

Killers Three (C): Drama; Robert Walker, Diane Varsi.

Impasse (C): Action Drama; Burt Reynolds, Anne Francis.

Snow Treasure (C): Adventure Drama; Ilona Rodgers, Paul Austad.

How to Become a SEE-GOING DRIVER

In our May issue, All Hands *published a report on car accidents and the major causes for them. That report contained one major statistic:* 500 *of your shipmates may die this year alone in off-duty car accidents —equaling all other accidents in the Navy, including aviation.*

Driving safety is therefore a subject of vital significance to everyone, and that potential statistic can only be proved wrong if everyone takes part in doing something about it.

What we're doing about it right now is a follow-up article on good driving—tips on how to see dangerous situations and avoid them. The pointers have proved their value on the highway—where it really counts.

"CAUTION"
YOU ARE NOW
ENTERING THE MOST
"DANGEROUS" AREA
IN THE WORLD
A PUBLIC HIGHWAY

To drive a car, you need to see.

Seems obvious.

But we're talking about more than just wearing your glasses so your eyes will register a clear image. "Seeing" means perception—understanding the real situation behind the picture your eyes give you.

For example, you're driving down a residential street. A ball rolls out into the street in front of you. You see it and recognize at once that it's too small even to throw your car off course if you hit it. So you drive right on over it.

What have you done wrong?

You haven't really *seen* the situation. A ball rolling into the street means children are playing somewhere nearby—and one of them is likely to run out into the street after the ball.

So the perceptive driver in this situation will take his foot off the gas, slow down, and put all his senses on the alert so he can stop immediately. He has seen more than just a ball in the street; he's seen a potentially tragic situation and is prepared to avoid it.

More examples of the difference between seeing and perceiving:

A light puff of smoke comes from the tailpipe of the car ahead. The image is just a puff of smoke; but what you really *see* is that the other driver has taken his foot off the accelerator. He may not be stepping on the brakes yet, but he's slowing down—perhaps to turn or stop. You'd better slow down too.

You're driving down the street and notice that exhaust smoke is coming from a parked car. The driver could suddenly pull out in front of you; so you slow down and get ready to avoid him if he does.

You're approaching an intersection. Another car is coming on the side road—fast. You see that he's got a stop sign. But you realize that he might not stop, so you get ready to stop if he doesn't.

In all these cases, just seeing isn't enough. You've got to recognize the accident potential in a situation, and take the necessary action to prevent the accident from happening.

How do you do it?

Listed below are the five principles of no-accident driving popularized by Harold L. Smith, a nationally recognized authority on road safety. Getting his early experience in the tough school of truck driving, Smith then became a driving instructor, and is now a safety consultant in Los Angeles. The National Safety Council has made a film on each of these principles.

Here's what Smith suggests:

- Aim high in steering.
- Get the big picture.
- Keep your eyes moving.
- Leave yourself an out.
- Make sure they see you.

Let's take these points in order.

Aim high in steering. This means to look far down the road at the middle of your lane. This has two big advantages.

First, it tends to keep you in the middle of the lane. Most drivers tend to hug the left side. When you're in the middle, you're less likely to get sideswiped and won't swing wide or cut short on corners.

Second, aiming high lets you know what is happening up ahead, so you have time to make adjustments for upcoming situations.

Get the big picture. Know what's going on in back of you and at both sides, as well as in front. That includes everything for a block in town and a half-mile in the country.

You get the big picture by snapping quick glances at your rearview mirror, both sides, and everything on or near the road ahead. Watch traffic lights and signs, other cars' brake and turn signals—and the front wheels of other cars, whether moving or parked. The wheels will give you a clue to the other driver's intentions before he makes his move.

By watching the situation far ahead, you can get into a good position to avoid danger early, either by moving over in traffic or by slowing down. You can get a better view if you leave one car-length (20 feet) of space between you and the car ahead for every 10 miles per hour of speed.

Keep your eyes moving. Most of us tend to stare. This blots out knowledge of everything except what's directly ahead. The tendency is especially strong if you wear glasses and therefore can't see very well to the sides.

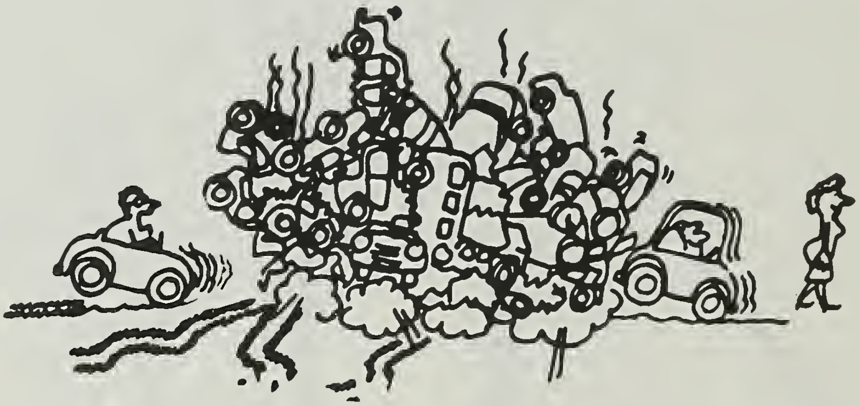
Move your eyes every two seconds—to the sides and to everything ahead. Check your rearview mirror every five seconds. Besides keeping you posted on the big picture, moving your eyes can also save you from the "highway hypnosis" that can practically put you to sleep on long drives on featureless highways.

Another point to remember: If you see a threatening situation developing, take the necessary evasive action—but don't concentrate all your attention on that one situation. Other dangers could be developing elsewhere, and you have to keep your eyes moving to keep up with them.

Leave yourself an out. Don't box yourself into a corner.

A good driver will leave a "cushion" of space between himself and the cars around him. He'll keep well back from the cars in front, try to move away if a car behind tries to tailgate, and avoid driving right beside or behind cars in adjacent lanes. These precautions give him room to stop or swerve if necessary.

A space cushion is especially important on high-speed expressways, where a blowout can cause a dozen cars to pile up—if they're crowded together. Often, traffic on a freeway will form itself into "wolf packs" of several cars close together, with as much as a mile of clear road between the bunches. Be a loner. Drive in the open spaces, not in the crowds.



Another important way to leave yourself an out is to go easy on the accelerator. The slower you're traveling, the more maneuverable your car is—and the quicker you can stop.

If you have to take your foot off the accelerator, move it toward the brake pedal so you can react more quickly if you need to stop.

Slow down when you're approaching *any* intersection—even if you've got a green light or the other fellow has a stop sign.

Slow down on curves and hills, because you can't see what's happening ahead.

Slow down in bad weather, poor light, heavy traffic, or on poor roads. Speed cuts down your options.

Make sure they see you. Let other drivers know you're there and what you're planning to do. Use your lights, turn signals, and horn.

Don't lean on your horn, of course. That will only make the other driver angry, and angry people do foolish things. But give your horn a tap if a conflict seems to be developing. That will let him know that you're there, and that you see something happening that he should notice too.

Another good way of catching another driver's attention is flashing your headlights in the daytime, or your brights at night.

Try to keep out of the other driver's "blind spots"—the positions to his right rear or left rear, where he can't see you in his rearview mirror. He's apt to swerve over in front of you and force you off course or into him.

Try to get eye contact with the other driver, particularly at intersections or in merging traffic. This helps him respond better to what you want to do.

If you have car trouble, get your car completely off the highway and set your flasher signals if you have them. (Don't use your turn signals. They will only confuse approaching drivers.) Use flares or fuses if you'll be stopped a long time.

DRIVING AT NIGHT is another ball game. Night accidents happen at nearly double the rate of daytime accidents.

Why? There are more drivers on the road who have been drinking. More drivers are tired. Many people have defective night vision. You can't see as far ahead on the road, even with your headlights on bright. You can't see much except what your headlights or street lights are shining on.

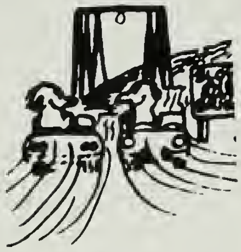
Since most of these conditions—plus a few more hazards—exist at twilight, that's one of the most dangerous times to drive. Even though the sky may still be bright, objects on the ground don't have the contrast with their backgrounds that daylight gives. Judging distance and position becomes chancy, because glare and lack of visual information strain the eyes. Things seem farther away than they are.

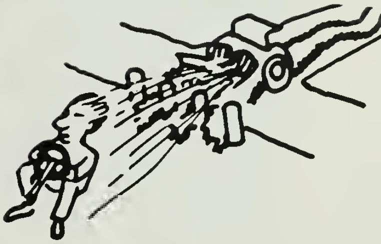
Then when darkness comes and there's not even the faint light of the sky to drive by, your eyes must adapt to the level of your headlights. You can see objects by reflected light if they're close; but more than 25 feet away, they're likely to be visible only in silhouette against brighter backgrounds, if at all.

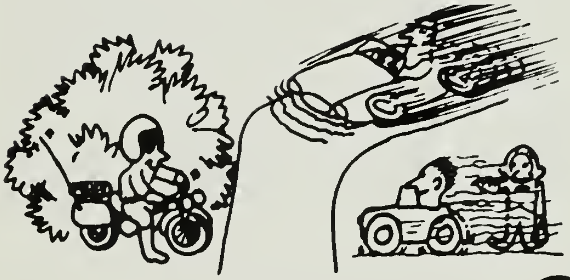
At night, you can't watch the big picture. There isn't any. Since you can't see as far ahead—much less to the sides and back—it's risky to look far afield. Of course, you still should keep your eyes moving, to see what you can. But don't get overconfident. Remember that you can't see as far. Slow down.

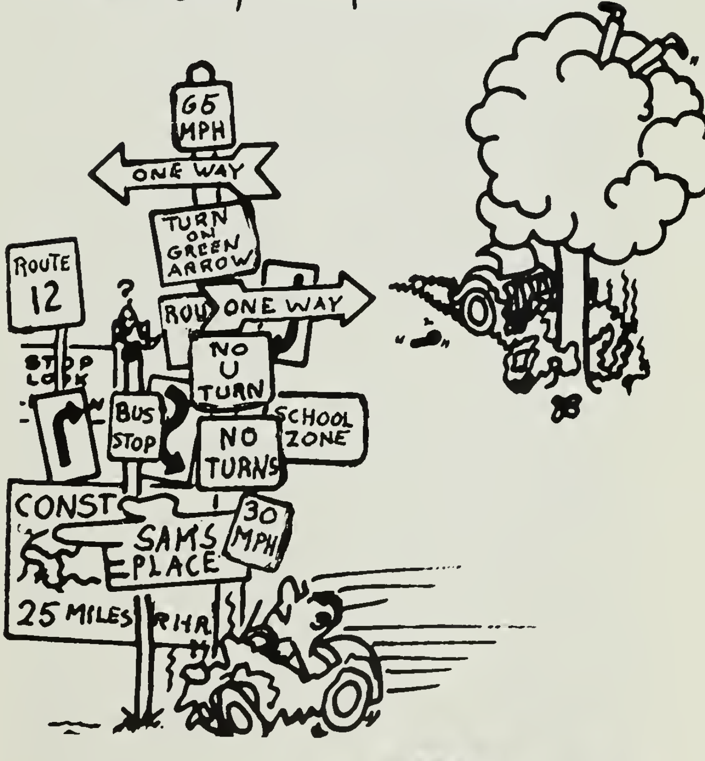
Here's advice on night driving from Oscar W. Richardo, Ph.D., head of biological optics for a major optical company:

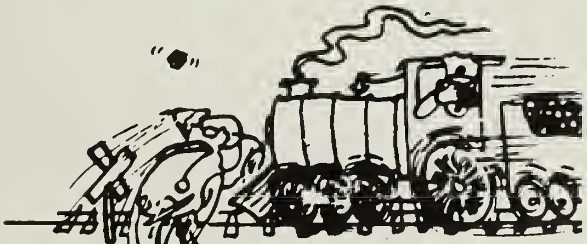
- When you leave a brightly lighted place, give your eyes time to get used to the darkness before you start to drive. It takes a few minutes for the eyes to make "visual purple"—the substance in the retina that gives you night vision—after it's been destroyed by bright light. For the same reason, drive more slowly when you go onto a badly lighted road from one that's well lighted.
- Don't stare. Relax your eyes by looking around as much as safety permits.
- Protect your eyes from glare. If another driver is coming at you with his brights on, don't look into his lights. Look at the right side of the road to keep yourself from being blinded.
- Don't wear sunglasses or tinted lenses at night.











They cut down on your view of things ahead. It's all right to wear lenses that are tinted only in a small part of the left side, but you've got to keep the road ahead clear.

- Keep your glasses, lights, and windshield clean and undamaged. A windshield that's dirty—either outside or inside—not only cuts down the amount of light you get; it also causes extra glare by diffusing the light you see.
- Slow down until you can see enough to drive well.

Proper use of your lights makes a big difference. Turn on your headlights as soon as dusk comes. (Parking lights are just for parking, not for driving.) Dim your lights when other drivers are approaching—and when you're following another driver closely. Your lights in his rearview mirror can blind him.

If the other driver won't dim his lights, it's easy to get mad and leave your lights on bright. Don't let yourself do it. Flash your brights, but return them to low beam immediately. It's senseless for both of you to be blinded.

Slow down at night. If you don't, you won't be able to stop within the distance you can see.

At best, with your brights on, you can see only 300 feet. That's not enough room to stop in time to avoid something that comes into your farthest range of vision if you're doing 62 or faster. But you can't even see that far if your lights are dimmed, if they're dirty, if your windshield is dirty, or if you're partially blinded by the lights of an oncoming car. You'll need to cut your speed down proportionately.

By the way, smoking in the car makes a film on the windshield that will restrict your visibility even more.

So don't think you can drive faster at night because there's less traffic on the road. You can't see as well, and there are more drunks and tired drivers on the road. Slow down.

And of course, if you're the one that's been drinking or taking strong medicine, don't drive. A small amount of alcohol can dim your vision and slow your reflexes enough to keep you from avoiding an accident. (For details, see ALL HANDS, May 1969.)

To drive, you need to see. That means more than using your eyes; it means using the brain behind them.

First Fleet's Paper Typhoon

You probably don't know it, but there was a typhoon off the California coast called "Rosa Rorschach."

Actually, the typhoon didn't exist.

It was a "paper" storm created by the Navy to train its ships during the First Fleet exercise "Behavior Pattern" recently in progress off Southern California.

Obviously, weather has a considerable influence on all phases of Navy operations. Typhoons, hurricanes and other large storms with their high winds and mountainous seas can have a significant effect on the offensive capability of even the most powerful task group.

And, because weather can affect a ship's operations a great deal, the First Fleet trains its ships' crews to avoid a bad weather situation before they actually encounter one.

Commander William S. Arnold, the meteorological officer assigned to the staff of Commander First Fleet, created Rosa Rorschach specifically for exercise Behavior Pattern.

"Wind and sea conditions in the Southern California waters are generally favorable with very few interruptions in training because of severe weather," explains the meteorological officer. "Therefore, to provide the necessary training in storm evasion, an imaginary typhoon is created. We introduce a variety of typhoon tracks into the exercise to give ships the practice they need."

Storm creations by COMFIRSTFLT's meteorological organization have borne such names as Clara Blow, Dyna Flow, Lorna Doom and Foam Fatale. "While the names may be somewhat humorous, the effect of a real storm at sea certainly is not. Therefore, we consider this training an important element of fleet readiness."

Behavior Pattern is an eight-day exercise designed to train the participating 22 ships and 17 air squadrons in every phase of naval warfare for which they are designed, with special emphasis upon conditions the U. S. ships will encounter in Southeast Asia and throughout the Western Pacific.

Here's the Latest List of Open Rates for Reenlisting Under Broken Service Conditions

THE LIST of open rates for reenlistment under broken service conditions has been revised. This list supersedes the one published in the May issue of ALL HANDS.

Twenty-eight rates have been added to the list in the revision (Change 1 to BuPers Inst. 1130.4J). Twenty-six other rates, formerly on the list have been dropped, since they are now adequately manned.

As previously announced, the Navy is giving certain qualified personnel the opportunity to reenlist at their old rate after a break in service, provided their acceptance is not detrimental to the service progression of career petty officers of the Regular Navy.

You may reenlist after you've been out for as much as four years, if your old rate is on the current open rates list – or if you'll accept reduction to an open rate.

For instance, if you went out as a QM1, you may reenlist at your old rate, since QM1 is on the list. However, if you were separated as a QMC, you will have to accept reduction to QM1 to be eligible, because QMC is not an open rate.

In the same way, members of the Fleet Reserve who wish to return to active duty are eligible to apply for such recall if their rate at the time is on the current list of open rates. Administrative reduction for a member of the Fleet Reserve is *not* authorized to meet the requirements of the list of open rates.

In addition, the SCORE Program is available for Regulars with broken service and for active-duty Reservists. They may enlist in the Regular Navy under this program if the rate to which they want to convert is on the open rates list and on the SCORE "To Which" list.

Here are the rules in detail:

Broken Naval Service – Must have been recommended by former commanding officer, and have been in one of the current open rates at the time of separation. The break in service must have been less than four years at the time of reenlistment.

Broken Service (Other Armed Force) — Must have been recommended for reenlistment by former CO, and have held a rating or specialty code corresponding to one of the open rates.

SCORE Program — Regular Navy men after broken service, or active-duty Reservists, may reenlist in the Regular Navy under the SCORE Program provided the rate to which they want to convert is on the current open rates list, and on the "To Which" list in the latest BuPers Inst. 1440.27 series.

Fleet Reservists — May be voluntarily recalled to active duty for two years if they were separated in a rate which is on the current open rates list. Retention on active duty beyond two years will depend on the needs of the service at that time.

The list of open rates does not affect active-duty Reservists, inductees, or TARs who wish to enlist in the Regular Navy; nor does it affect Reservists who want to extend their present active duty. For rules on these cases, see BuPers Inst. 1130.4J.

Here is the new list of open rates. There are no open rates at the Master Chief Petty Officer level.

	SCPO	CPO	PO1	PO2	PO3
DECK GROUP (I)					
		BMC	BM1	BM2	
			QM1	QM2	QM3
			RD1	RD2	RD3
				SM2	SM3
			ST1		
				STG2	STG3
				STS2	STS3
ORDNANCE GROUP (II)					
	FTCS				
					FTB3
		FTGC	FTG1	FTG2	FTG3
		FTMC	FTM1	FTM2	FTM3
				GMG2	GMG3
			GMM1		
			GMT1		GMT3
				MT2	MT3
				TM2	TM3
ELECTRONICS GROUP (III)					
		DSC	DS1	DS2	DS3
	ETCS	ETC	ET1		
				ETN2	ETN3
				ETR2	ETR3
PRECISION EQUIPMENT GROUP (IV)					
				IM2	IM3
			OM1	OM2	OM3
ADMINISTRATIVE & CLERICAL GROUP (V)					
				CS2	CS3
			CTA1		
			CTI1		
		CTMC	CTM1		
			CTO1		
		CTR1	CTR2		
		CTTC	CTT1		
					CYN3
				DK2	
			DP1		
			RM1	RM2	RM3
				SH2	SH3
				SK2	
MISCELLANEOUS GROUP (VI)					
			LI1		
ENGINEERING & HULL GROUP (VII)					
		BRC	BR1		
	BTCS			BT2	BT3
			DC1	DC2	DC3
			EM1	EM2	EM3
			EN1	EN2	EN3
			IC1	IC2	IC3
		MMC	MM1	MM2	MM3
			MR1	MR2	MR3
			PM1	PM2	
			SF1		
				SFM2	SFM3
				SFP2	SFP3
CONSTRUCTION GROUP (VIII)					
			BU1	BU2	BU3
			CE1	CE2	CE3
			CM1	CM2	CM3
			EA1	EA2	EA3
			EO1	EO2	EO3
			SW1	SW2	SW3
			UT1	UT2	UT3
AVIATION GROUP (IX)					
					AC3*
				AE2	AE3
				AG2	AG3
					AME3
					AMH3
					AO3
		AQC	AQ1		
				AQB2	AQB3
				AQF2	AQF3
				ASE2	
				ASH2	ASH3
			AT1		
				ATN2	ATN3
				ATR2	
		AWC	AW1	AW2	AW3
			AZ1	AZ2	
			PT1		
				TD2	TD3

* Must meet requirements of Chapter 9.31, ENLISTED TRANSFER MANUAL.

MEDICAL GROUP (X)

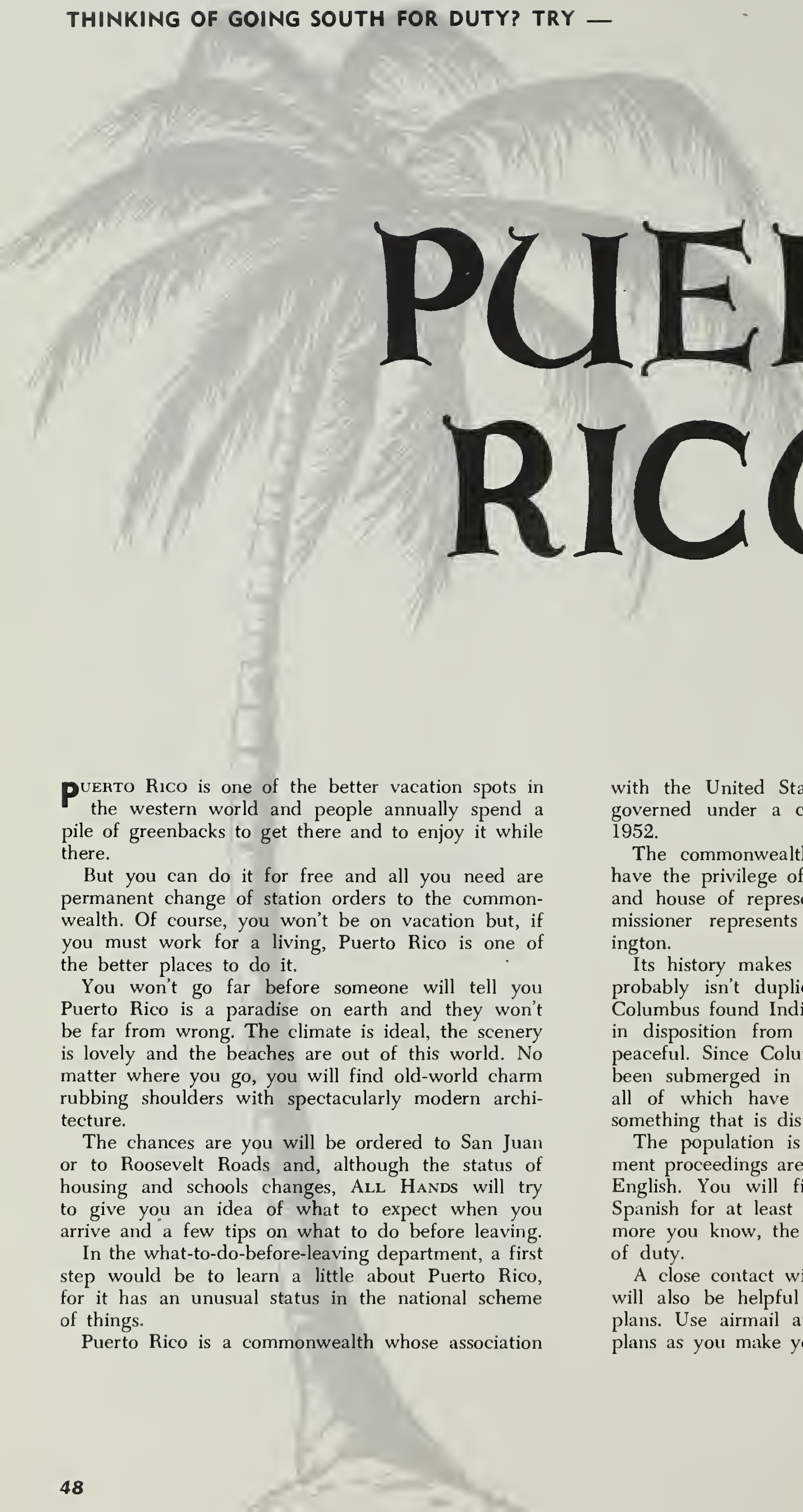
(Each case must be approved by the Bureau of Naval Personnel)

NEC	SCPO	CPO	PO1	PO2	PO3
8405		HMC	HM1	HM2	
8406			HM1	HM2	HM3
8409				HM2	HM3
8413				HM2	HM3
8417		HMC	HM1	HM2	HM3
8432		HMC	HM1	HM2	
8452		HMC	HM1	HM2	HM3
8453				HM2	HM3
8462		HMC	HM1	HM2	HM3
8463		HMC	HM1	HM2	
8482		HMC	HM1	HM2	HM3
8483				HM2	HM3
8484				HM2	HM3
8485				HM2	HM3
8486				HM2	HM3
8488				HM2	HM3
8492				HM2	HM3
8493		HMC	HM1	HM2	
8495					HM3
8498			HM1	HM2	

NON-RATED AN, CN, DN, FN, HN, SN

(Must have passed examination for PO3—effective 1 Oct 1969).

THINKING OF GOING SOUTH FOR DUTY? TRY —



PUERTO RICO

PUERTO RICO is one of the better vacation spots in the western world and people annually spend a pile of greenbacks to get there and to enjoy it while there.

But you can do it for free and all you need are permanent change of station orders to the commonwealth. Of course, you won't be on vacation but, if you must work for a living, Puerto Rico is one of the better places to do it.

You won't go far before someone will tell you Puerto Rico is a paradise on earth and they won't be far from wrong. The climate is ideal, the scenery is lovely and the beaches are out of this world. No matter where you go, you will find old-world charm rubbing shoulders with spectacularly modern architecture.

The chances are you will be ordered to San Juan or to Roosevelt Roads and, although the status of housing and schools changes, ALL HANDS will try to give you an idea of what to expect when you arrive and a few tips on what to do before leaving.

In the what-to-do-before-leaving department, a first step would be to learn a little about Puerto Rico, for it has an unusual status in the national scheme of things.

Puerto Rico is a commonwealth whose association with the United States is voluntary and which is governed under a constitution adopted on 25 Jul 1952.

The commonwealth is self-governing; its citizens have the privilege of electing their governor, senate and house of representatives while a resident commissioner represents the commonwealth in Washington.

Its history makes Puerto Rico a potpourri which probably isn't duplicated elsewhere in the world. Columbus found Indians native to the island ranging in disposition from extremely hostile to relatively peaceful. Since Columbus landed, Puerto Rico has been submerged in a succession of cultural waves, all of which have left their mark and produced something that is distinctly Puerto Rican.

The population is bilingual. Legal and government proceedings are conducted in both Spanish and English. You will find it useful to know enough Spanish for at least a little polite conversation. The more you know, the more you will enjoy your tour of duty.

A close contact with your sponsor in Puerto Rico will also be helpful in making your advance PCS plans. Use airmail and keep him informed of your plans as you make your travel arrangements through the Transportation Division at BuPers.

When you know your arrival date, you may want your sponsor to make final arrangements for housing your family. Married Navymen must have the approval of the commanding officer of their Puerto Rican duty station to bring their families to Puerto Rico. Personnel assigned to the Combined Staffs request entry approval from Commandant, Tenth Naval District. Approval is contingent upon your dependents having the proper immunizations and also on the availability of housing

When you request entry approval, indicate the command to which ordered, the ages of your dependents, the estimated date of your arrival and your mode of transportation.

While packing, remember Puerto Rico's climate. Summertime clothing all year round is proper and you would do well to lean heavily upon cotton, rayon and nylon washables. During the winter months, a light sweater sometimes comes in handy but no heavy clothing is necessary.

Part of the year is showery and a light raincoat of plastic is convenient. Summer uniforms are the order of the day for Navymen. Wives will want a lot of informal dresses, although evening dresses and summer tuxedos or dress uniforms are worn at many evening functions.

Those who prefer to do their shopping when they arrive will find the local stores and the Navy exchanges can provide for all needs unless they wear unusual shoes or clothing. Triple A width in shoes, for example, might be difficult to find. All the large mail-order houses are represented in Puerto Rico.

Before you leave the United States, you should decide if you want a car at your new duty station. Cars purchased in Puerto Rico are expensive because importers must pay insular tax. This tax is passed down to used car purchasers, too.

If you are buying a new auto to take with you, a small one would be advisable because speed limits are low, roads are crowded and many are rough. A high-powered automobile is completely unnecessary.

Those who bring the old family car will save money if they have the front end aligned and the wheels balanced, headlights adjusted, radiator flushed and generator brushes, muffler and tail pipe renewed.

The Naval Station requires drivers to have five-ten public liability insurance and rates are about double those in the United States.

Stateside driver's licenses are valid in Puerto Rico for four months after arrival. Dependents must have a Puerto Rico driver's license and your car must have a nonresident decal which will be issued for your entire stay.

Depending upon your location and your need for a car, you might consider the possibility of doing without. Public transportation in San Juan, for ex-

Sentry tower of wall at El Morro fortress overlooks residence of Puerto Rico's governor.

Men of three navies, Italian, Royal Canadian and United States, view their ships from Fernandez Juncos pier during a pause in Operation Springboard.

USS Albany (CG 10) docked at Roosevelt Roads with background of Bolles drydock, capable of handling biggest carriers in the Navy.

San Juan, Puerto Rico's skyline with Fort San Jeronimo in foreground. Photos on this page by courtesy of Puerto Rico Information Service.

El Morro Fortress in Old San Juan was for centuries Puerto Rico's chief defense, and is now a favorite attraction for Navymen.

If it's a secluded beach you want, Puerto Rico has some of the most beautiful.

ample, is very convenient and taxis are relatively inexpensive. If you want a jaunt out of town there are several possibilities ranging from a semipublic station wagon to renting a car under arrangements similar to those you would find in the United States. Charges are usually less than in many U. S. cities. Ask your sponsor about this. You may be stationed in a location where a car is almost a necessity.

If you want temporary housing after your arrival in Puerto Rico, there are several possibilities. There are plenty of hotels on the island but rooms are scarce during the winter season and offseason daily rates start at $10. Your best, and most inexpensive, bet would be the Navy Exchange Guest House in San Juan which takes reservations in advance of arrival.

If you can obtain reservations at the Guest House, you will forfeit your BAQ. Most guests find permanent quarters within 30 days.

Another temporary housing possibility can be found in Navy Housing at San Patricio. The San Patricio housing isn't as good as that at the Guest House but the BAQ deduction is less.

San Patricio housing is about five miles from NavSta San Juan, and there is also housing at the Navy Annex which may show up on your map as Fort Buchanan.

Fleet units whose home port is San Juan are quartered on the same basis as tenant commands and Navymen assigned to the U. S. Naval Radio Station at Sabana Seca are provided quarters at Sabana Seca or by the Naval Station.

The Sabana Seca quarters are furnished and equipped like those at NavSta San Juan which are described below and, in addition, they have a freezer unit. Only Sabana Seca personnel are assigned to the housing there.

If you want permanent government housing facilities in San Juan you should know that Naval Station Navymen and those of NavSta's tenant activities can be assigned to permanent quarters either in the Station's public quarters or those at San Patricio or the Navy Annex (Fort Buchanan).

San Patricio's quarters are about five miles from the Naval Station proper and are considered inadequate.

All quarters are furnished with stoves, refrigerators and furniture which will satisfy your basic needs, but you should ship as hold baggage a supply of pots, pans, dishes, silverware, linen and clothing to set up housekeeping.

While these necessities are en route. you can obtain a household kit for a $5 deposit from the housing office in the Navy Annex's Building 152. If you will need one of these kits, ask your sponsor to make arrangements before your arrival; otherwise, you are liable to be left out in the cold.

If you have them, bring curtains and/or drapes, washer, dryer, fan, table, and floor lamps. If you don't have them already, they can be purchased at the Navy Exchange or at local stores.

If you take your own furniture, be sure it will stand up to tropical weather conditions. If you buy it locally, you will find it is higher priced than at home unless you choose mahogany or bamboo items.

Navymen assigned to Roosevelt Roads may be housed in the 800 units for officers and for the families of enlisted men who are in pay grade E-4 or higher and have had four years of service.

Most of the housing at Roosevelt Roads is Capehart with two, three and four bedrooms. Occupants forfeit their entire BAQ for these quarters, which are among the better naval housing in the world.

All quarters are adequately furnished and shipment of household goods is limited to 2000 net pounds or 25 per cent of the maximum weight allowance authorized. No warehouse storage is available for goods that are brought but not used.

All quarters are ample, comfortable and completely furnished except for linens, cooking and eating utensils, washing machine and clothes dryer. Refrigerators and electric stoves are provided and the electrical current will accommodate any U. S.-made appliances.

Household kits are available through the Recreation Division for use until your household equipment arrives and washers, TV sets, baby cribs, ironing boards and other household items can be rented from the Navy Exchange.

There is a limited number of Capehart type houses having two, three and four bedrooms available at Fort Allen. The buildings are poured concrete construction with glass and aluminum jalousie windows.

They are completely furnished down to electric range, refrigerator and rugs, but you will need cooking and eating equipment as well as the items needed at NavSta San Juan and Roosevelt Roads.

Television programming is available but only a few programs are in English.

Private housing is available in San Juan and Ponce but it is considered to be expensive by most who are used to stateside rates. Buying a home for your tour of duty in Puerto Rico isn't recommended by those in the know unless you intend making the island your permanent home.

Navy families which have children in school will find that the schools at NavSta and the Navy Annex, Roosevelt Roads and Fort Allen are a branch of the Antilles Consolidated School System with a curriculum from kindergarten through grade 12. Bus transportation is provided and sessions, except for kindergarten, are full day.

Regardless of where your children attend school, they should present a transcript showing the status of their previous education. Parents will find that their children's schools in Puerto Rico compare favorably with and, in some respects, surpass those they attended in the United States.

For Navymen who wish to continue their higher education while in Puerto Rico, there are branches of Florida University, the University of Puerto Rico and the Inter-American University offering a wide selection of college courses. USAFI courses are also available.

Medical and dental facilities in Puerto Rico are as good as any where there is a high military population. Patients who need hospitalization are usually cared for at Rodriguez U. S. Army Hospital at Fort Brooke in San Juan or at the Roosevelt Roads Hospital.

Dental facilities are available and outpatient medical care is given at naval dispensaries near most duty stations.

Installations in Puerto Rico are equipped with the same recreation and club facilities as those found aboard the average naval base in the United States.

Perhaps the opportunities for amusement in Puerto Rico exceed those in many places because of its climate, location and geography. There are numerous photogenic scenes in the island for camera fans and good saltwater bathing at the Army and Navy Beach in San Juan as well as uncounted other places.

Seabees are on the job near Vieques, Puerto Rico.

Both saltwater and freshwater fishing are available and mountain lakes and streams are well stocked.

Baseball, tennis, basketball, golf and bowling enthusiasts and, of course, swimmers and fishermen can indulge their hobbies all year long. Dances, both formal and informal, are arranged at frequent intervals at EM, CPO and officers' clubs.

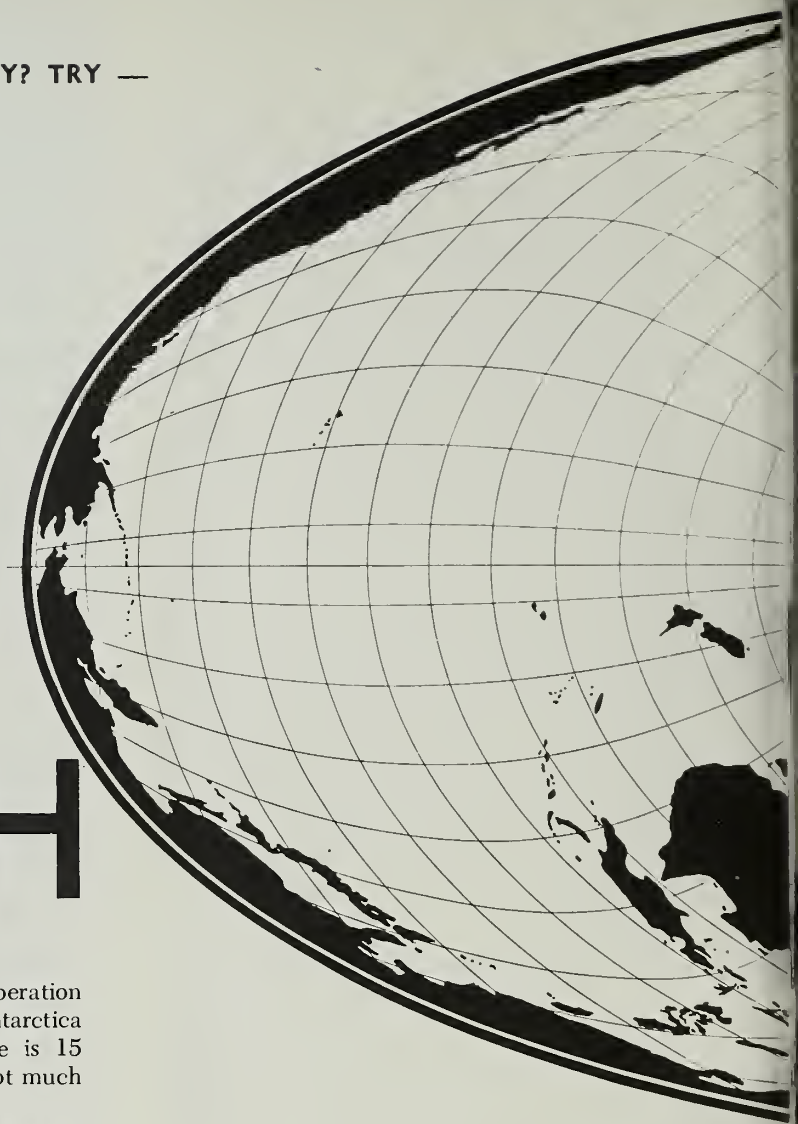
There are a number of good golf courses on the island and riding horses are available for hire or purchase.

Puerto Rico isn't big so anyone wishing to visit other parts of the island will find it easy to do. Those who want to wander farther will find that trips to other islands are very reasonable via commercial air.

Whether you wander from your permanent duty station is almost immaterial in Puerto Rico, however. Almost any place you can be stationed has all the makings for leading the sweet life.

LOOKING FOR SOME DIFFERENT DUTY? TRY —

The DEEP DEEP SOUTH



Now's the time to apply for the next Operation Deep Freeze, scheduled to deploy to Antarctica in September 1970. The application deadline is 15 September of this year, which means there's not much time for you to make up your mind.

Most Navymen who apply for Deep Freeze want a challenging assignment. The Navy calls it an incomparable adventure.

And, there are some tangible benefits (see box).

If you're interested, the manning requirements and general personnel qualifications for Deep Freeze 71 are contained in BuPers Notice 1300 (8 May 1969). Here's a summary:

Only Navymen who are physically fit and highly qualified in their professional fields and rating skills will be considered for assignment to Deep Freeze 71.

The best qualified of those who volunteer will be selected late this year for deployment about September 1970. Those selected for the wintering-over party will remain in Antarctica until November 1971.

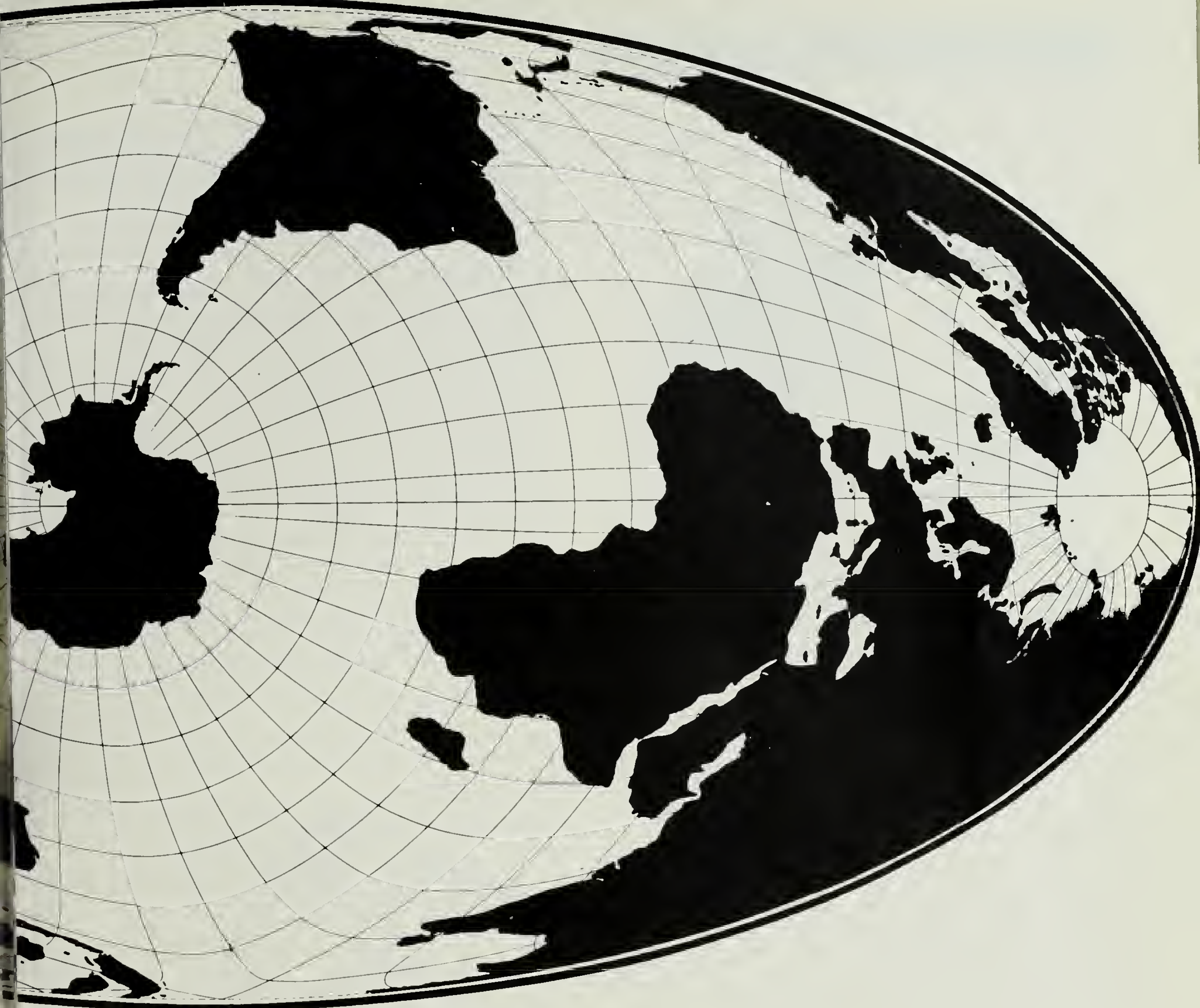
Officers with grades and designators as follows are required for the Detachment Alfa wintering-over party: 13XX CDR (Commanding Officer); 13XX/661X LT and below (GCA or CIC experience); 153X/13XX/665X LT and below (meteorological experience); 110X/601X LT and below (communications experience); 210X LCDR or LT including flight surgeon (previous surgical experience and earlier active duty desired); 220X LT; 310X/370X LT and below; 410X LT; 510X/570X LT and below; 6XXX LT and below; 798X; 849X.

Enlisted men in the following general ratings are required for the Detachment Alfa wintering-over party:

ET/ETN; RM; YN; PN; SK; DK; CS; SH; SN; BT; EN; EM; IC; MR; SF; DC; BU; CE; CM; EA; EO; SW; UT; CN; ABF; AG; AC; PH; AN; HM; DT; TN.

In addition to the above general ratings, volunteers with the following specific qualifications are desired:

ET/ETN – NEC 1525, 1527 and 1577
CS – "B" School graduates
RM – NEC 2303 and 2342
SH – NEC 3112, 3122 and 3154
UT – NEC 6117
SF – NEC 4944
ABF – NEC 7022
AG – NEC 7412 and 7414
HM – NEC 8405, 8417, 8442, 8452 and 8483
DT – NEC 8703



Deep Freeze personnel requirements also call for 30 officers and 150 enlisted men for assignment to Antarctic Development Squadron Six (VXE 6). From among those selected, three of the officers (13XX) and approximately 15 of the enlisted men will be assigned to a VXE 6 wintering-over party. The remainder will be retained by the squadron for duty involving two full summer support deployments with Operations Deep Freeze 71 and 72 (September 1970 through March 1971 and September 1971 through March 1972).

Here are the VXE 6 personnel requirements for officers: 131X CDR and below (experience in C-121. H-34, UH-1D or C-130); 132X LCDR and below (experienced aerial navigators); 31XX LCDR and below; 620X LT/LTJG; 663X LT and below; 711X; 741X; 761X; 831X; 680X LT/LTJG; 865X CDR and below.

Requirements for VXE 6 enlisted personnel are: BM; RM; YN; CYN; PN; DK; CS; JO; PC; SH (NEC SH-3154); SN; AFCM; AD; ADR; ADJ; AT; ATN; ATR; AB; ABH; AE; AM; AMS; AMH; AME; PR; AS; ASE; ASM; ASH; AK; AZ; PH; AN; HM; DT; SD; TN.

Any volunteer for Deep Freeze must have served at least one year on board his present command before he can be transferred. Those on arduous and preferred sea duty must have served two years on board their present commands, unless earlier transfer is recommended by cognizant commanding officers.

Applicants for the Detachment Alfa wintering-over party must have obligated service to December 1971. Those who apply for VXE6 must be obligated to serve until April 1972 or later. (Those with insufficient obligated service may acquire it by executing conditional agreements to extend. This must be done before the applications are submitted.)

Reservists who have insufficient obligated service, and men who are eligible for transfer to the Fleet Reserve, may execute agreements to remain on active duty, or, in appropriate situations, may agree to extend their enlistments. In both cases, agreements must be executed before applications are submitted.

OPERATION DEEP FREEZE
TASK FORCE 43

Deep Freeze volunteers must have clear records, and must be recommended by their commanding officers. Any history of disciplinary, domestic or indebtedness problems will disqualify an applicant.

Physical standards for Deep Freeze candidates are specified in the *Manual of the Medical Department.* BuPers Notice 1300 states that in this regard, the objective is to select men who not only are physically qualified, but also are temperamentally adaptable to the rigorous conditions of the Antarctic. Those who are likely to require repeated or prolonged medical attention will be identified and advised that they have not been accepted for Deep Freeze.

Requirements for security clearance apply to VXE 6 candidates in the RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ ratings. Details on the clearance are contained in the Deep Freeze notice.

As stated above, applications must reach Washington, D. C., no later than 15 September. Applications must show if a dislocation allowance has been paid during the current fiscal year, and must include a positive commanding officer recommendation, based on individual qualifications. The requests of men in pay

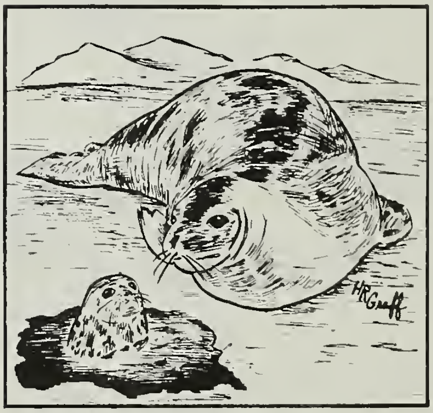
Antarctica Offers Tangible Benefits

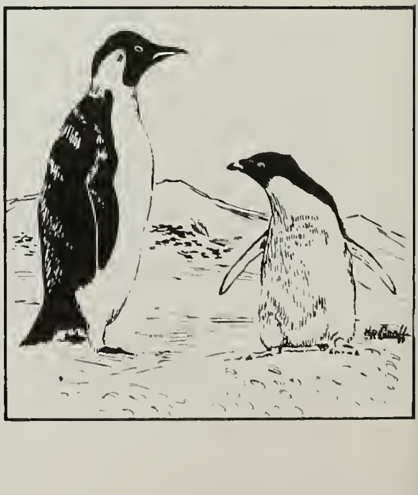
Navymen who make it all the way to Antarctica find that Operation Deep Freeze offers some tangible benefits. For example, after wintering-over you may receive duty of choice if otherwise eligible (when consistent with the needs of the naval service), and may be authorized 60 days' leave before reporting to your next duty station. Of course, you report to your duty-of-choice wearing the Antarctic Service Medal.

While wintering-over at McMurdo Station, you may participate in the Program for Afloat College Education (PACE) and enroll in up to three accredited undergraduate college-level courses. (Information on PACE is contained in the *Educational Services Manual* and ALL HANDS, December 1967.)

Also, Deep Freeze personnel are eligible to participate in the Savings Deposit Program (outlined in SecNav Inst. 7220.55 series), and accrue interest on savings at a rate of 10 per cent compounded quarterly.

What also must be considered of benefit to the Antarctic-bound Navyman is the assurance he will not be assigned to a deployed unit or unit scheduled for other than local operations within three months of his reporting date. An assignment contrary to this must be approved by the Chief of Naval Personnel or must be requested by the individual concerned.





CHANNEL CHOPPERS—Coast Guard cutters Southwind and Burton Island break ice during Deep Freeze.

grades E-4 and below must include a statement of duties performed.

Officer applications should be in letter form; enlisted volunteers should use the Enlisted Transfer and Special Duty Request (NavPers 1306/7). Enlisted men who volunteer for wintering-over should specify their wishes for Deep Freeze 71 or Deep Freeze 71, 72 (VXE 6).

Aviation officers (13XX) who apply for duty with VXE 6 should include a listing of the following: total flight time (both HTA and LTA); total flight time during the last five years by aircraft model and year; pilot qualification by aircraft model and year designated. A copy of this portion of the application must also be submitted to the Commanding Officer, Antarctic Development Squadron Six (VXE 6).

Physical examinations must be conducted in accordance with the *Manual of the Medical Department.* (The psychiatric examination is conducted later at a Deep Freeze screening center.)

The application process also requires each volunteer to complete an original and two copies each of SF forms 88 and 89 (Report of Medical Examination and Report of Medical History). The original and one copy of each form must accompany the application; the second copies should be retained in the individual's medical record.

Completed applications should be mailed to the Commander, U. S. Naval Support Force, Antarctica, Bldg. 210, Washington Navy Yard, Washington, D. C. 20390.

Following review of applications and selection of the best qualified volunteers, the Bureau of Naval Personnel will issue orders as follows:

- Officers will be ordered to TAD for final screening at Washington, D. C., Davisville, R. I., or San Francisco. They then will return to their permanent duty stations to await results of the screening.
- Enlisted men for the Detachment Alfa wintering-over party will be ordered to Washington, Davisville or San Francisco for screening and further assignment. Those found qualified (except AG personnel) will be ordered to Deep Freeze after three to five months of special training at Davisville, beginning 1 Jun 1970. AG personnel will have the three to five months of special training at Norfolk.

Officers and enlisted men selected for VXE 6 will be ordered to Quonset Point, R. I. (to report no later than 1 Apr 1970).

Full details on the Deep Freeze 71 application procedure are contained in BuPers Notice 1300 (8 May 1969). It should be noted that replies will not be made to applicants who are not selected, and that those selected who are disqualified after they begin training may be replaced by other qualified applicants at any time between May and September 1970.

NEW personnel building (at top of photo) will be largest on the continent.

Letters to the Editor

Pay Error Can Be Rectified

SIR: The DKSN on my present ship agrees that there is a mistake in my pay record for the period 1 Jul 1968 to 31 Dec 1968; but he says it is too late to do anything about it. Whom should I write about this?—EN2 W. K. D., USN.

• *Your DKSN is wrong when he says it's too late to do anything about it.*

It's the responsibility of your disbursing officer to correct a mistake in your pay record, no matter how long ago it was made. If he can't get the necessary documents on your ship, he must obtain them from the disbursing officer who made the entry or from the Navy Finance Center in Cleveland. Contact your disbursing officer.

The DKSN should read Part 9 of the "Navy and Marine Corps Military Pay and Procedures Manual." It contains information on the methods of correcting errors and the disbursing officer's responsibilities.—ED.

Combat Action Ribbon Is Right

SIR: The Combat Action Ribbon article in the April 1969 ALL HANDS raises the question whether or not the ribbon is properly designed, colorwise.

On all other ribbons that have red, white and blue stripes in the center of ribbons and medals, the blue is the senior color.

In this regard, *Uniform Regulations* states that the blue in a ribbon is to be worn to the wearer's right, as is the case with the Armed Forces Expeditionary and the three World War II Campaign Medals.

In four short words, is the diagram correct?—YNC(SS) V. R. M., USN.

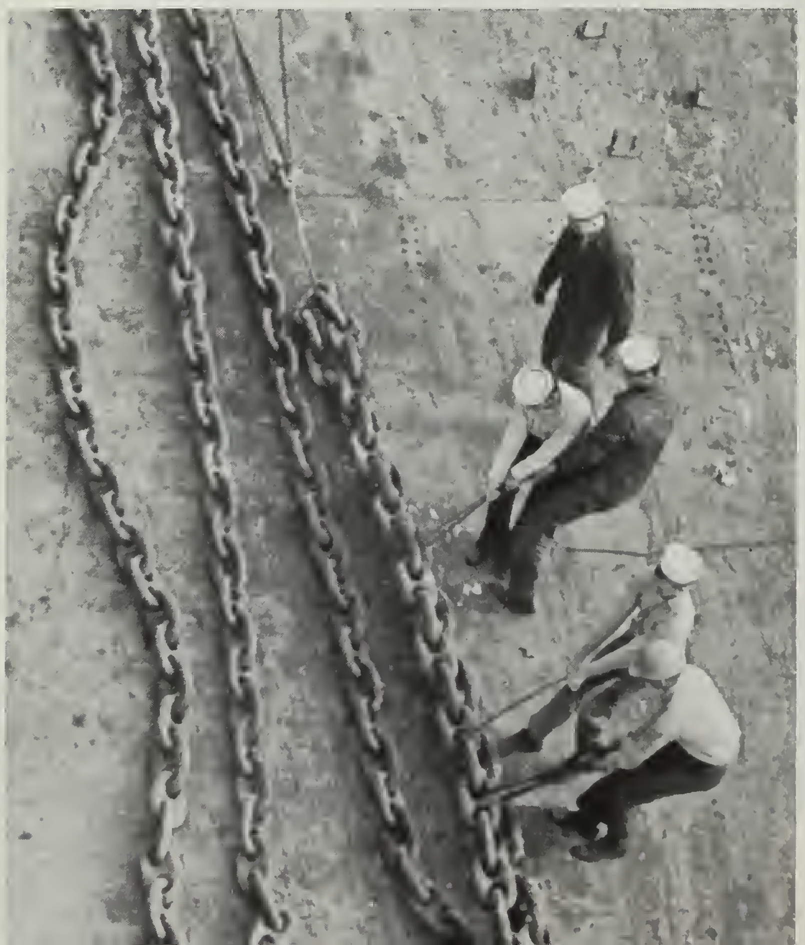
• *In one short word—yes.*

The selection and arrangement of the colors in the Combat Action Ribbon were carefully considered and then approved only after consultation with the Institute of Heraldry which is pretty fussy about such matters.

Look at the ribbon again. The large blue stripe is worn to the wearer's right, therefore conforming to heraldic dictates and naval regs. The arrangement of the small red, white and blue stripes was purely for reasons of symmetry.

By the way, the Combat Action Ribbon, unlike those you mentioned, is not a campaign ribbon, but is awarded to individuals for each separate war or conflict in which they are involved.—ED.

CHAIN JOB—Crewmembers of repair ship *USS Amphion* (AR 13) spread out the ship's anchor chain as they ready it for painting.



Per Diem Problems

SIR: While I attended B School for Aviation Ordnancemen at the Naval Air Technical Training Center, Jacksonville, Fla., I drew per diem because, I was told, adequate quarters were not then available. However, before reporting to the school, I was assigned to NAS Jacksonville on the same station, and my dependents were living with me in the immediate area.

I have since been informed that I was not entitled to the per diem. If so, will you quote the regulation and advise me what my next move should be?—G. E. N., AO1, USN.

• *Regretfully, it's so.*

"Joint Travel Regulations" para. M4201, item 4, states: per diem allowances are not payable for any period before an individual departs the limits of the duty station to which he was permanently assigned.

The limits of the permanent duty station, as defined in "JTR," para. M1150-10, are the corporate limits of *the city or town in which the individual is stationed. Since NAS Jax and NATTC Jax are within the corporate limits of Jacksonville, it appears you were not entitled to the per diem.*

We can advise you to make a visit to the disbursing officer, have him check your records, and work out the details for repayment. Usually in cases such as this, if the amount to be paid back is so great that it would place a hardship on your finances, you may arrange to have a monthly amount held out of your pay check, rather than pay the full amount at once.—Ed.

Navy's Birthplace (Re-run)

Sir: I refer to your article about the birthplace of the United States Navy, All Hands, November 1968, p. 34. It may be true that many others set sail to engage the British, but the Continental Congress authorized George Washington to outfit three ships to sail as soon as possible to do likewise.

The first of the three ships to sail under Continental orders and pay was John Glover's schooner, *Hannah*. She was taken under command by Army Captain Nicholson Broughton on 2 Sep 1775. Three days later, *Hannah* sailed from Beverly, Mass., and within 48 hours had captured her first prize, the ship *Unity*, loaded with military stores and ammunition.

On 15 Oct 1775, the other two ships, *Lynch* and *Franklin*, were ready to be manned, two days after the Continental Congress in Philadelphia passed the first naval legislation for a fleet of ships, which were purchased and outfitted in Philadelphia four months later.

This first U. S. Navy fleet sailed under the command of Commodore Esek Hopkins; however, the first ship to sail under Continental orders was *Hannah*. And she initially sailed from her owner's home port, Marblehead, Mass.

It seems to me quite evident that Marblehead should be considered the birthplace of our Navy.—R. L. Glover, ex-Navy.

• *We've gone through this before. Many times. The statement in the November 1968 issue was only the most recent. In essence, at that time the Naval History Division stated:*

The Navy Department does not officially recognize any one city or town as the Navy's birthplace. It is suggested that many places and many men had separate but complementary roles in the Navy's founding, and that no one place can rightly be proclaimed "Navy birthplace" to the exclusion of the others. In other words, it wasn't "born" at all. It emerged, primarily in response to the needs of the times.

However, your interest prompted us to look further into Hannah's *history to learn whatever became of her.*

The Naval History Division informs us that Hannah *met the British sloop* Nautilus *off Boston's shore on 10 Oct 1775 and was run ashore.*

After a spirited engagement between the British ship and townspeople on the shore, Hannah *was saved from destruction and capture. Nevertheless, she was decommissioned a short time later when General Washington found more suitable ships for his Continental Navy.*—Ed.

Officers' Gold Stars

Sir: I would like to know the origin of the star on the line officer's sleeve and why it is placed with a single point down when the single point is placed upward on government flags.—ENS J. R. C., USNR.

• *The Navy Uniform Board informs us the star insignia on a line officer's sleeve was first authorized in "U. S. Navy Uniform Regulations" approved on 28 Jan 1864. The reason for its adoption, if there was a reason, has been lost.*

Actually, the star was originally adopted in 1837 to distinguish officers of the Engineer Corps. In 1861, lieutenants serving as executive officers were directed to wear a gold embroidered star above the gold lace cuff stripe to indicate the precedence to which they were entitled by law.

All the regulations covering the star insignia have, since 1837, specified that one ray would point downward toward the gold rank stripe of the sleeve.—Ed.

SHOW TIME—Cubi Point Paramedic Team One and Cubi Point Parachute Club put on jumping demonstration at Philippine Naval Base.

Bronzed Is Appropriate

Sir: A chief petty officer who serves with a Marine division wants to know if he should have his gold CPO shirt collar devices bronzed (blackened). It seems the gold insignia draws salutes from young Marines who are not familiar with Navy rate devices.

No, you reply (All Hands, March 1969), because experts say the gold collar devices are correct for CPOs who wear the Marine uniform.

I'm curious to know if the expert answer was drawn from *Uniform Regulations*. I'm inclined to doubt it, because the appropriate *Regs* article suggests the opposite.

Article 1156, paragraph 2(b): "If the Marine Corps uniform is worn . . . chief petty officers shall wear their miniature cap devices, bronzed, on the visor cap and on the left side of the garrison cap; and their collar insignia on each collar point of the shirt."

Obviously, if the experts are right,

Uniform Regs is wrong.—D. R. G., HMC, USN.

• *The experts are right, but this doesn't mean "Uniform Regs" is wrong. Confusing, perhaps.*

Read that "Regs" subparagraph again and you'll see that "bronzed" refers to cap devices but not to collar insignia. By "their collar insignia," "Regs" means the same familiar gold CPO collar devices described in article 0655.

However, we did commit an error of omission by not pointing out that when a CPO is wearing Marine combat or field type clothing, he could use bronzed collar devices.

The key here is the word "appropriate" in article 1156, paragraph 2(a) of "Uniform Regs": ". . . appropriate metal collar insignia may be worn on the utility coat, shirt, or other combat and field type of clothing."

In this case, say the uniform experts in BuPers, "appropriate" means "bronzed."

This confusion will be eliminated when article 1156 is reworded for a future edition of "Uniform Regs."

Before leaving this subject, let's get back to the chief whose gold collar devices draw hand salutes. As we said before, he could grin and bear it or relax and enjoy it.

However, the best response, circumstances permitting, is quickly and quietly to inform the saluter of his mistake. This can be done with minimum embarrassment by simply stating, for example, "I'm a Navy chief petty officer and do not rate a salute." —ED.

Advancement Credit

SIR: I rarely disagree with ALL HANDS, but I believe your reply to a question on awards credit for advancement is misleading.

You were asked (ALL HANDS, March 1969) if an award must be received or authorized before the date of an advancement exam if it is to be included in the final multiple. Yes, you replied, citing the *Advancement Manual* as the cognizant reference.

In other words, you say a man who is entitled to an award for which no authority has been received by the exam date, can not have the award figured into his final multiple. This is where you are wrong.

Last December, the Examining Center issued a letter which stated, in part:

"Credit for an award will not be reported on the day of administration of the examination unless authority for it has been received. If an award is earned prior to the date of administration of the examination, and authority for it is received after the date of examination, a change should be submitted to the Naval Examining Center with verification for all awards for which credit is desired, including those originally reported on the answer sheet. Credit may not be given for any award earned after the regularly scheduled date of administration of the applicable examination."

According to this, a man *can* receive credit for an award authorized after the exam date, provided he actually earned the award before the exam date.—T. A. L. PN2, USN.

• *You (and the Exam Center) are correct. Credit may be given for an award earned before an exam if it is validated after the exam. The procedure for this is as stated in the Exam Center letter quoted above.*

Change 3 to the "Advancement Manual" has clarified paragraph 402.2.1 (the basis for our reply last March) on this subject.—ED.

RADM Philip Cole greets Secretary of the Navy John Chafee (center) and Assistant Secretary of the Navy for Financial Management Charles Bowsher during their recent visit to Guam while on a tour of Western Pacific Navy installations.

Separation Activity of Choice

SIR: I have read that individuals transferring to the Fleet Reserve after 20 years' service are authorized to be transferred to an installation near their home, as early as two months before their separation from active duty. After their separation at that installation, however, they received no additional travel pay or shipment of household goods allowance to their home of choice.

What authority may direct such transfers?—RDCM, R. D. S., USN.

• *The latest word on this subject is contained in BuPers Inst. 1900.3B* *of 26 Jun 1968. It authorizes the transfer of individuals (whether or not retiring or simply being separated from service) from outside the continental limits of the United States to a separation activity of their choice listed in the Instruction.*

Such transfer is not authorized earlier than seven days plus travel time before their separation from active service. However, in cases of transfers to Project Transition for individuals scheduled to transfer to the Fleet Reserve, they will report no earlier than 10 days before their separation from active duty.

Cost of the transfer, including travel allowances, per diem and any other allowances authorized, will not exceed that allowed for travel to the separation activity nearest to the port of debarkation and then to the home of selection.—Ed.

AT WORK IN THE MED—As USS Arcturus (AF 52) comes alongside USS Forrestal (CVA 59) for highline transfer of stores, a helicopter from USS Sylvania (AFS 2) carries out a vertical replenishment mission during Sixth Fleet operations.

Evaluation Time Is Here Again

Sir: A PO3 received a special evaluation for nomination as Sailor of the Month on 24 February. Does he require a regular semiannual evaluation on 16 April, or should he be assigned "less than 90 days"?

Does the notation "less than 90 days" refer to time at this command or time since last evaluation?—PN1 T. P. D., usn

• *"Less than 90 days" is the correct memorandum entry on Page 9 in this case. The regular 16 April evaluation is not required.*

The intent of Article C-7821 of the "BuPers Manual" is that a man should be evaluated at least once during each regular reporting period. Therefore, if he had a special evaluation during that period and his performance hasn't changed drastically, a regular evaluation is not required—unless the special evaluation was made 90 days or more before the end of the period.

In your example, if the PO3 had not been evaluated since 16 January or before, he would need a regular evaluation on 16 April. But because he had the special marks in February, he won't need to be evaluated again until the regular time—16 October.

Incidentally, although Sailor of the Month is not an officially recognized award, the special evaluation for it is just as official as any other marks. Article C-7821, subparagraph (8)(b)5, states that a special evaluation may be made "on occasions when it is considered appropriate by the Commanding Officer to indicate exceptionally good performance, including but not limited to recognition at meritorious mast." Nomination for Sailor of the Month is such an occasion.

You're not alone in wondering when evaluations are due. Read on.— Ed.

Sir: Evaluations for PO3s are due on 16 April and 16 October. For PO2s, they are due on 16 May and 16 November. If a PO3 is advanced to PO2 on 16 April, when is his evaluation submitted?

Should you submit it on 16 April, marking the man on his performance as PO3? Or should you wait until 16 May and evaluate him as a PO2, against other PO2s, when in fact the majority of the evaluation period covers duty performed as a PO3?—PN1 N. E. N., usn

• *Wait until 16 May and mark him as a PO2. The evaluation period is extended a month in this special case.*

However, the fact that the man was advanced during the marking period should be noted in the comments section of the evaluation form.

By the way, don't forget that the first evaluation after a man makes 2nd class must include information covering the period of first enlistment to date of report on the reverse side of the evaluation form (NavPers 792).

Problems with the time factor in evaluations seem to be common. Here's another one.—Ed.

Sir: Please explain the "Period of Report" section on the Report of Enlisted Evaluation in the case of a transfer. Does the reporting period begin when a man reports to his new command, or the day after the transfer evaluation at the old command? —YN3 T. K. S., usnr

• *The day after the end of the last period for which the man was evaluated—whether his last evaluation was a special one before transfer or a regularly scheduled one.*

The report must cover the entire past evaluation period, regardless of the command assigned. In the case of a transfer, that means you will usually include some of the man's time at his old command or in transit in the reporting period.

But, of course, a man's evaluation may be marked "Not Observed" if he hasn't been aboard long enough for his superiors to get a clear idea of his capabilities and attitudes.—Ed.

Initials on Correspondence

SIR: When I attended YN "B" school, I was told to use the first and last letters of my surname as the typist's initials to be included in the identification symbols of a naval letter. For example, if my name were Bill Jones, my initials would be "js."

I recently was challenged on this, and have been asked to prove that my format is correct. It seems that most other YNs use the first letters of their first and last names. This makes sense, but doesn't jibe with what I was taught.

Unfortunately, I can't find anything in print to back me up.—B. J. S., YNC, USN.

• *Nor will you. However, lest others be misled, let's first point out that the "Correspondence Manual" does not require the use of a typist's initials within identification symbols on naval letters. An originator's code is prescribed locally by a command, within "Manual" guidelines, but it does not necessarily include the typist's initials.*

However, the "Manual" does require that typist's initials appear on "file copies of all correspondence."

The "Manual" does not define initials, but since "initial" means first, most people logically assume that a person's initials are the first letters of his given name (or names, if you include the middle name), and surname. Webster seems to concur, and, as you admit, so do most YNs.

The first-and-last-letters-of-the-surname-trick is old, old, old. It apparently was taught in some YN and PN classes years ago, but it never had Navywide sanction. With the exception of you and a few other old-timers who perpetuate the practice, no support for it can be found.

The administrative office of CNO believes your "non-initials" method dates back to the time a man's first name was seldom used or recognized. A YN or PN could be identified with "initials" based on the first and last letters of his better-known surname; this would help to distinguish between those whose surnames began with the same letter.

Others in your old "B" school class are still around. We know an administrative petty officer named Browning (on our staff) who uses bg as typist's initials, and explains: "A chief told me to do it that way."

However, the practice is phasing out, and we suspect that sooner or later you will face up to using your initials, rather than non-initials, in your typing ID.—ED.

FMF Insigna for Corpsmen

SIR: In the *Awards Manual*, Article 513, there are provisions for a Fleet Marine Force Combat Operation Insignia to be awarded to Navymen assigned to the FMF while serving in a combat area.

Am I to understand that all hospital corpsmen serving with Marines in Vietnam are eligible to wear this insignia? If so, why is it I've never seen one worn, nor has anyone I've talked to?—B. A. M., HM1, USN.

• *You understand correctly. To be eligible to wear the FMF Combat Operation Insignia, a Navyman must be assigned to a Marine Corps unit engaged in combat action. This ruling became regulation on 1 Jul 1958 and is still in effect.*

Perhaps the reason you've never seen the insignia is because it's not gaudy, but instead a 5/16-inch bronze miniature Marine Corps emblem.

According to "Navy Uniform Regulations," Article 1043.3, it should be worn centered on the suspension ribbon or center of the bar ribbon of the campaign medal for which it was awarded.

In the case of Vietnam service, it would be either the Armed Forces Expeditionary Medal or the Vietnam Service Medal.

The insignia may also be worn on the appropriate World War II area campaign medal and the Korean Service Medal for service spent with Marines in those actions. When worn on the suspension ribbon of the miniature medal, the device should be the 1/8-inch size.—ED.

How the PN Rating Began

SIR: I am interested in learning how the rating of personnelman first developed in the Navy. When did the personnelman rating come into being?—J. J. T.

• *In the vast expansion of the Navy during World War II, the Navy needed many people with civilian skills in personnel administration, teaching, or related fields that had not been previously required. Since these skills didn't fit into the existing rating structure, they were given "Specialist" designators.*

After the war, ratings were completely revised to provide a peacetime rating structure to identify new job skills needed by the Navy.

The Personnelman rating was one of these. It was established in 1948 from the following ratings: Yeoman, Specialist (C) (Classification Interviewer), Specialist (W) (Chaplain's Assistant), Specialist (T) (Teacher), Specialist (X) (Position Classifier), Specialist (R) (Recruiter), Specialist (X) (Discharge Interviewer), and Specialist (S) (Personnel Supervisor).

As any PN can tell you, his duties still include all the above jobs — and then some.—ED.

Philippine Awards

SIR: An acquaintance at the local Reserve Training Center has displayed what he calls the Philippine Campaign Medal, which he says he earned in 1942. As no such medal is listed in the *Awards Manual*, perhaps you can confirm his claim. Or not, as the case may be.—YN2, J. R. G., USNR.

• *There appears to be a breakdown in nomenclature here. It seems highly unlikely that your friend could have won the Philippine Campaign Medal and still meet the age limitations to be an active member of a Reserve unit.*

This medal was initiated in June 1908 for issue to Navymen who served ashore in the Philippines between 4 Feb 1899 and 4 Jul 1902, and to those who served ashore in Nundanoa in cooperation with the Army between 4 Feb 1898 and 31 Dec 1904. Also, the Navymen attached to a number of ships were eligible. Assuming that your friend was 18 years old when he was in the Philippines — you figure out how old he must now be.

It appears much more likely that the award under discussion is the Philippine Defense Ribbon which was awarded to U. S. military personnel who served in (or off) the Philippines during the period 7 Dec 1941 to 15 Jun 1942.—ED.

Origin of Gedunk (Again)

Sir: I make liberal use of the term "gedunk" when talking about the snack bar or ice cream stand. So do other Navymen I know. However, when discussing the term itself, no one seems to know where and how it was originated.

Do you have any ideas?—YNC R. E. G., USN.

• *Several, but it's doubtful that we can prove anything concerning the term's origin.*

Noel's "Naval Terms Dictionary" defines "Geedunk" (note the spelling) as follows: "Candy, ice cream, soda, etc. Any product of the ship's soda fountain. Also called pogey bait."

In June 1963, we recalled in Taffrail Talk that the characters in the old Harold Teen comic strip made Pop's Candy Store their hangout, and that Pop's soda fountain was called the gedunk. This was disputed by a reader who recalled that the Harold Teen ice cream store was named the Sugar Bowl, not the gedunk.

Some readers' ideas concerning the origin of gedunk sounded feasible:

- *During World War II, Navymen in the South Pacific islands carried on with the traditional coffee break. When they sat around dunking their donuts, the natives looked on with astonishment and eventually incorporated "the dunk" or "gedunk" into their vocabulary. Navymen picked it up, and the term spread to mean coffee break.*
- *It was tied to a Chinese expression which sounded like "gee dung" and meant, roughly, a place of idleness. Affixing the term to ice cream was an outgrowth of World War II when the gedunk stand became a place to buy ice cream.*
- *Derived from the German "tunk" (pronounced toonk) which means literally to dip or sop, either in gravy or coffee. It was a common practice in days when bread was not readily obtainable daily, for one had to do a bit of "tunking" to soften the stale bread. The ge (pronounced gay) is a German unaccented prefix denoting repetition or continuation of the action. In time it went from getunk to gedunk.*
- *In June 1930,* USS Chester *(CA 27) had a built-in ice cream making machine and serving counter, complete with a soda fountain, on the main deck in one corner of the mess hall. The soda fountain was opened following the ship's commissioning, and the saying "see you at the gedunk stand" became popular.*

There were others with more ideas, but nothing was sufficiently documented to serve as proof. Perhaps this renewed discussion will lead to some. —Ed.

USS Koelsch Honors Hero

Sir: I recently came across a newspaper article concerning an event aboard a ship named USS *Koelsch*, and would like to learn more about this vessel.

I'm particularly interested in finding out after whom the ship is named, since my name is also Koelsch.

By the way, I have a son in the Navy (since May 1968) who is now serving on board USS *Shangri-La* (CVA 38).—H. J. Koelsch.

• USS Koelsch *(DE 1049) is named after John Kelvin Koelsch, a naval aviator who earned the Medal of Honor for heroism in Korea.*

The ship itself is an ocean escort ship, launched on 8 Jun 1965 and commissioned on 10 Jun 1967. Her length is 414 feet, 6 inches; beam, 44 feet, 1 inch; speed, better than 20 knots; crew, 239 officers and men.

The background on John Kelvin Koelsch was provided to us by the Naval History Division. He was born on 22 Dec 1923 in London, England, and enlisted in the U. S. Naval Reserve in 1942 as an Aviation Cadet. During World War II, he flew with composite and torpedo squadrons.

He was a lieutenant (jg) when he entered the Korean conflict as a rescue helicopter pilot on board USS Princeton *(CV37) (now LPH 5).*

While trying to rescue a downed Marine aviator near Wonsan Harbor, his craft was shot down. He and his crew escaped the crash and, together with the downed Marine pilot, eluded the enemy for 10 days before being captured. LTJG Koelsch steadfastly refused to aid his captors in any manner, and refused to submit to interrogation. Subsequently, he died on 16 Oct 1951. His example of fortitude and bravery was credited with inspiring his fellow prisoners.

BIG EARS—An SH-3A Sea Knight copter from USS Hornet (CVS 12) lowers sonar during ASW operations.—Photo by W. M. Cox, PHCM.

For his conspicuous gallantry and heroic spirit of self-sacrifice, the 27-year-old naval aviator was posthumously awarded the Medal of Honor on 3 Aug 1955.—Ed.

Purple Heart Is for People

Sir: It's not unusual to see replicas of various unit and campaign ribbons painted on the bulwark of ship bridges, but the Purple Heart?

I have noted that several units display what looks suspiciously like the Purple Heart, but I know of no authority for them to do so.—P. S. F., LCDR, USN.

• *Nor do we.*

The "Awards Manual" makes it clear that ships and other units may display only painted replicas of authorized unit awards and campaign and service ribbons. Perhaps there is one that, as you say, looks much like the Purple Heart. (From a distance on a cloudy day, might not the Korean Service Medal or Navy Occupation Medal look like the Purple Heart?)

For the record, the Purple Heart, which ranks 13th in precedence among military decorations, is awarded to individuals (humans) who are killed or wounded in combat. It is not awarded to ships or other units.— Ed.

NET WORK—Crewmembers of the store ship *USS Procyon* (AF 61) rig a net load of supplies for a highline transfer to a Seventh Fleet ship.

Square-Rigged Submarine

SIR: I recently heard about an incident that occurred in 1921. One of our submarines ran out of fuel and was stranded far from port. The crew rigged sails out of bedding and other paraphernalia and sailed back home. Do you have any details?—R. G. W., SN, USN.

• *We're glad you asked. It gave us a chance to rummage around in some old ship's logs, always a fascinating experience, and one which carries the side benefit of getting us out of the office for awhile.*

When the tug USS Conestoga *(AT 54), bound for Pearl Harbor from Mare Island, Calif., disappeared, the submarine* USS R-14 *was one of many ships dispatched from Hawaii to search for her (the tug was never found, but that's another story).*

After carrying out an exhaustive search for the missing tug, R-14*'s skipper, Lieutenant V. A. Clarke,* USN, *found himself out of fuel, some 100 miles from Hilo Bay, the nearest port. To make matters worse, his radio wouldn't work, and he couldn't let Pearl Harbor know of his position or of his predicament.*

LT Clarke then decided to turn his ailing sub into a windjammer.

At 0930, 12 May 1921, his log says, the crew began making the foresail.

A dozen hammocks were broken out, and sewn together six long by two deep. The torpedo loading davit was put into place, and became the foremast. Five pipe bunk frames were laid end to end, and lashed together for the fore topgallant yard (actually, the log says it was a boom, but we're not going to let a little thing like historical accuracy deprive us of a chance to use salty expressions). A ramrod of a 3-inch gun served as the foreyard. (See?)

By noon, the sail was in place. R-14's log for the afternoon watch that day contains an entry that is, while perhaps not unique, at the very least odd for a submarine of 1921: UNDERWAY ON STARBOARD TACK STEERING *320* DEGREES TRUE MAKING FOR HILO BAY. SPEED ESTIMATED ONE KNOT.

The subwindjammer R-14 was no longer "LYING TO AS BEFORE," *which had been her plight for days. But her crew was not satisfied with a mere one knot. The sailmaking submariners started work on a mainsail.*

Six blankets were sewn together, two deep by three long, with one-inch curtain rods taken out of the officers' quarters serving as yards. The resulting contraption was lashed to the radio mast, and by 1845 R-14 had a mainsail. Now her speed was estimated to be 1.5 knots.

This was still not enough for R-14's crew. They had been caught up in the spirit of the thing. They wanted to fly before the wind, with salt spray lashing them in the face. They wanted two knots.

So they made a mizzen sail. This time, eight blankets were sewn together, two deep by four long. The yards were bunks and curtain rods, as before. The after torpedo loading boom became the mizzenmast.

With her three sails billowing in the breeze, R-14 was now zipping along (as it were) at two knots.

At 0830 on 15 May 1921, the submersible square-rigger sailed into Hilo Bay, truly a sight to behold.

It's reasonable to assume that a lot of people gathered on the pier at Hilo Bay to watch in astonishment as the weird-looking craft tied up. LT Clarke's explanation is not recorded in R-14's log.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

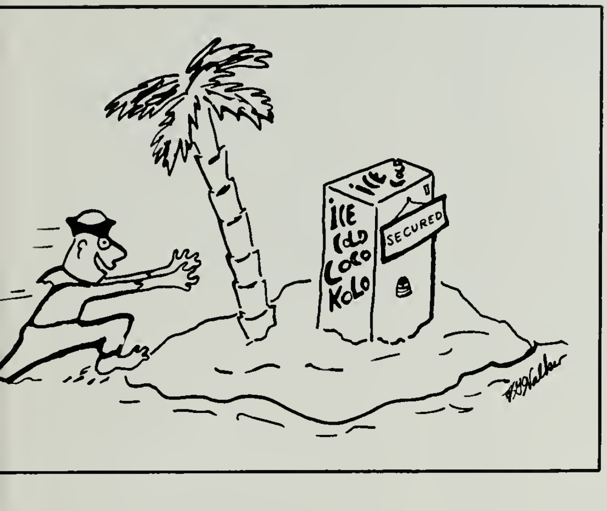
• USS *Bunker Hill* (CV 17) — The fifth reunion will be held in San Diego, Calif., 26 through 29 Jun 1970. Members of ship's company may contact Robert L. Cox, 6550 Ponto Drive, Space 64, Carlsbad, Calif. 92008 for further information.

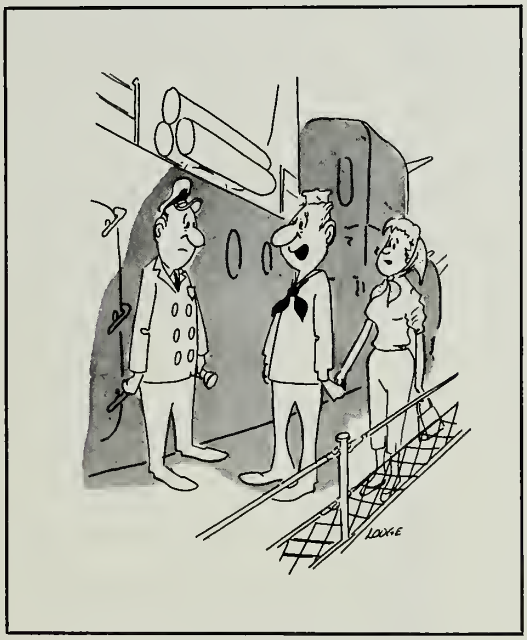
• *Great White Fleet*—The 25th annual reunion will be held 16 December in the U. S. Grant Hotel, San Diego, Calif. Contact Harry S. Morris, 5070 Marlborough Drive, San Diego, Calif. 92116.

• USS *Saratoga* (CV 3)—The 18th annual reunion will be held at the Edgewater-Hyatt House, Long Beach, Calif. 10 and 11 October. Contact Zeddie Marsh, 6955 Fairbrook, Long Beach, Calif. 90815.

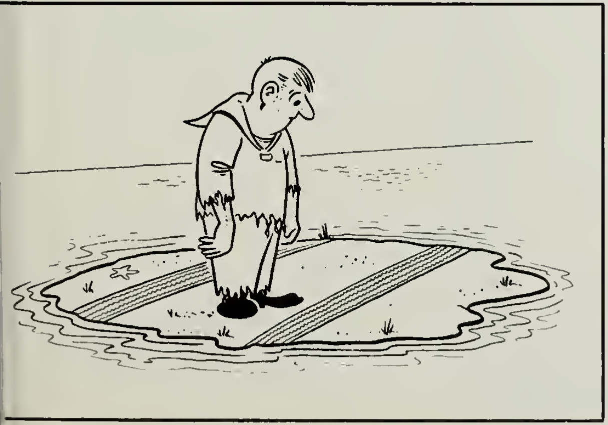
• *Tailhook Association*—Will hold its reunion at Las Vegas, Nev., 3-5 October. Contact CAPT George Watkins, Naval Air Station, Patuxent River, Md. 20670, for more information.

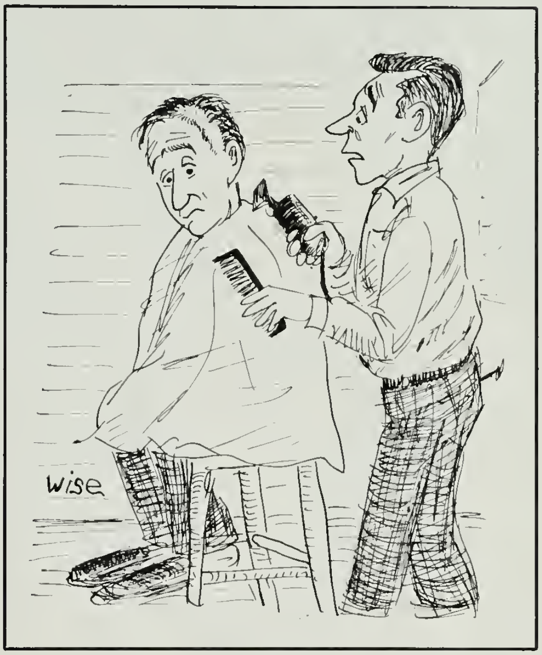
page 63


ICE
ICE COLD COCO KOLO
SECURED

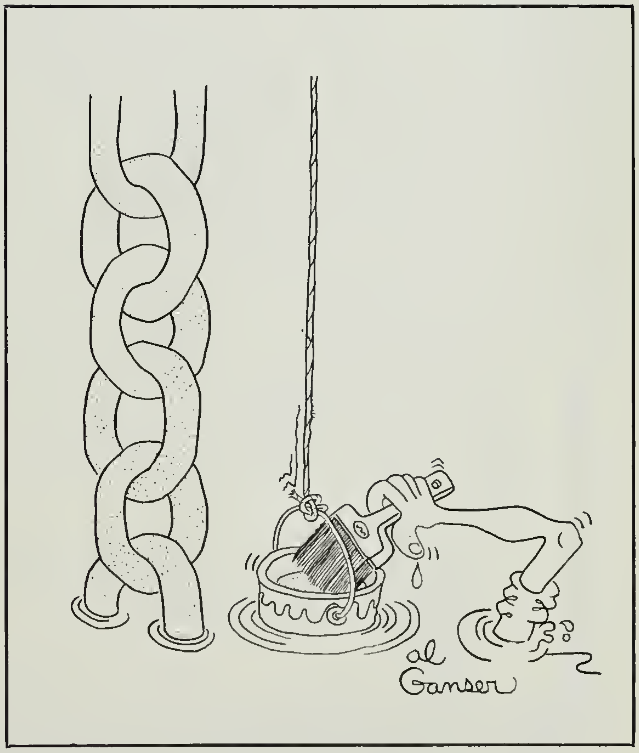


"Four hours out? . . . Deployment? . . . Med? . . . Say, isn't this the family cruise?"





"That was a nasty ground swell we just hit, wasn't it?"



TAFFRAIL TALK

When does a navyman reach the point where he can be called an "old salt?" Whatever standard you use, Master Chief Quartermaster Donald J. Burns is reasonably sure to qualify.

He's one of the few Navymen left who have served on a coal-burning ship—not to mention six other ships from USS *Missouri* to a destroyer escort.

He's visited every continent except Antarctica, and sailed every ocean and transited every major passage except the Suez Canal.

He's worked on the bridge with seven officers who were, or later became, admirals—including two who became CNO. So reports Dale Kite, a chief journalist aboard *USS America* (CVA 66), which is also Master Chief Burns' current duty station.

Burns, of course, has a chestful of ribbons from his 27 years of continuous service, including combat duty in World War II.

When Master Chief Burns joined the Navy in 1942, he was 19 years old. His father, who had to sign his enlistment papers for him, remarked: "Six years is a long time." The son replied, "I'll probably do 20."

His first ship was the coal-burning sidewheeler USS Sable (IX 81), a converted liner with the superstructure removed and a flight deck added. The Chicago-based *Sable* was used to train pilots – who were considered ready for the Fleet after five launches and recoveries.

His later assignments included duty in oilers, on the battleship *Missouri* (under Fleet Admiral Chester W. Nimitz), and ashore in Italy, England and Florida. The other admiral he served under who was to become Chief of Naval Operations is Adm. Robert B. Carney, USN (Ret).

The chief's favorite duty is his present ship, USS *America*—mainly because he made his first complete round-the-world voyage aboard her last year.

A list of the port calls in his career reads like an index to the last 20 years of *National Geographic*: Casablanca, Port au Prince, Istanbul, Bremerhaven, Hong Kong, Argostoli, Nauplia, Sousse, St. Johns, Ciudad Trujillo, Hamburg, Sydney. . . .

Some ports were good, some bad, some indifferent. But "Pappy" Burns says, "I never had any bad duty."

★ ★ ★

Take a submarine. Give it a blade-shaped sail made of the same material as an icebreaker's bow. Then the sub would be able to navigate through pack ice with the hull submerged.

The idea came in a letter from an interested civilian, Aaron Sa'adah, to the Naval Ship Research and Development Center. Detailed sketches of his concept were included.

Of course, NSRDC officers had to tell him that his basic idea had already been used—successfully. The nuclear sub *Skate* (SSN 578), with a reinforced sail, had crashed through the ice at the North Pole after passing under the icecap.

But Aaron couldn't have read about *Skate's* accomplishment in the papers. It had happened in 1959—and that was three years before he was born.

Undaunted, he took a tour of the research center to catch up on the state-of-the-art. Then he went back to his drawing board.

And now, in the time he can spare from second-grade homework, he's designing a *flying* submarine.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see page 64). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

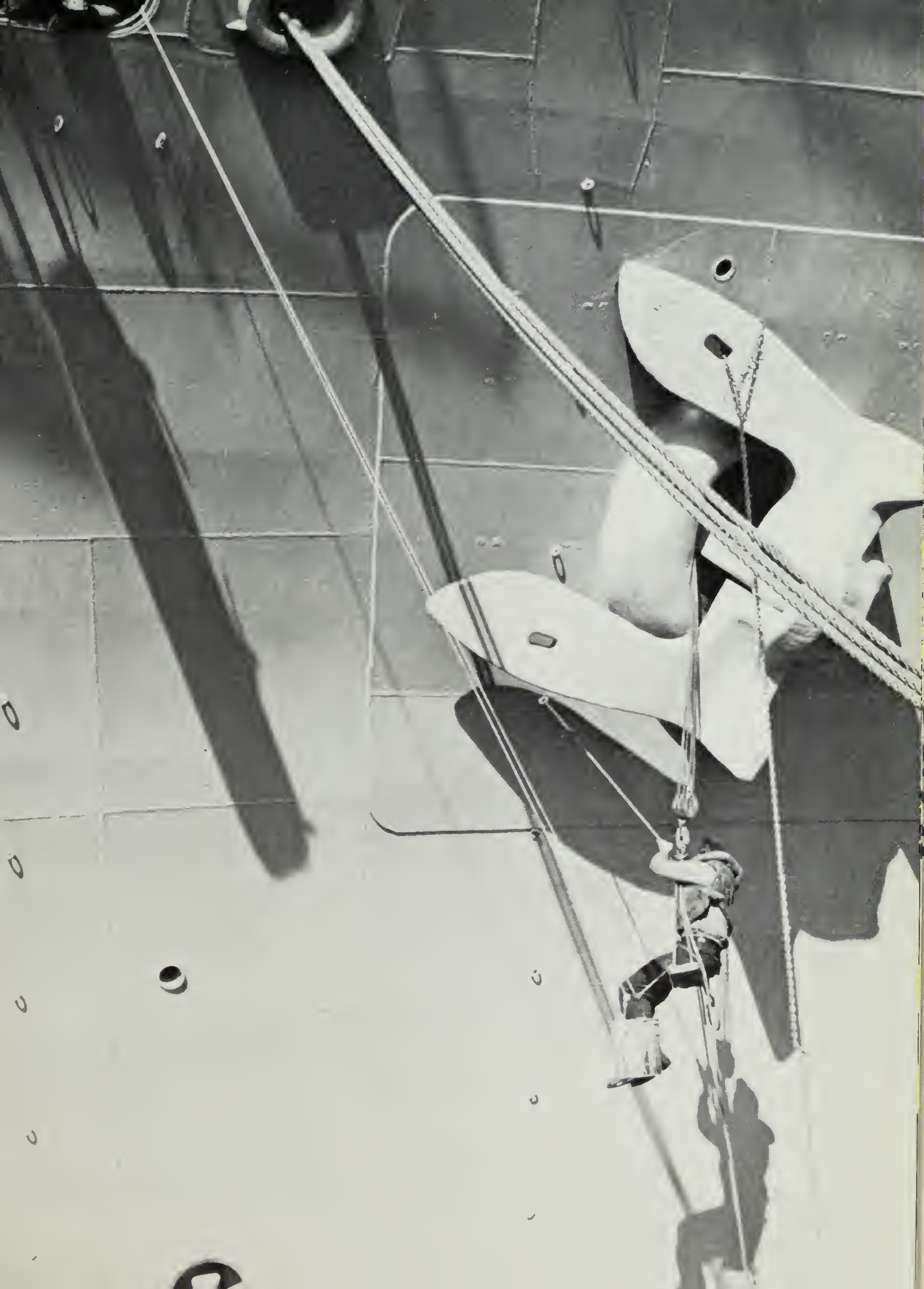
There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: SIDE JOB—Crewmember of store ship USS Rigel (AF-58) sits in boatswain's chair to paint around ship's anchor.—Photo by PHC B. M. Andersen, USN ➡

BACK COVER: USS Josephus Daniels (DLG 27) is reflected in the glasses of a crewmember.—Photo by PH1 A. A. Clemons, USN



The Eyes have it

TRAVEL
ADVENTURE

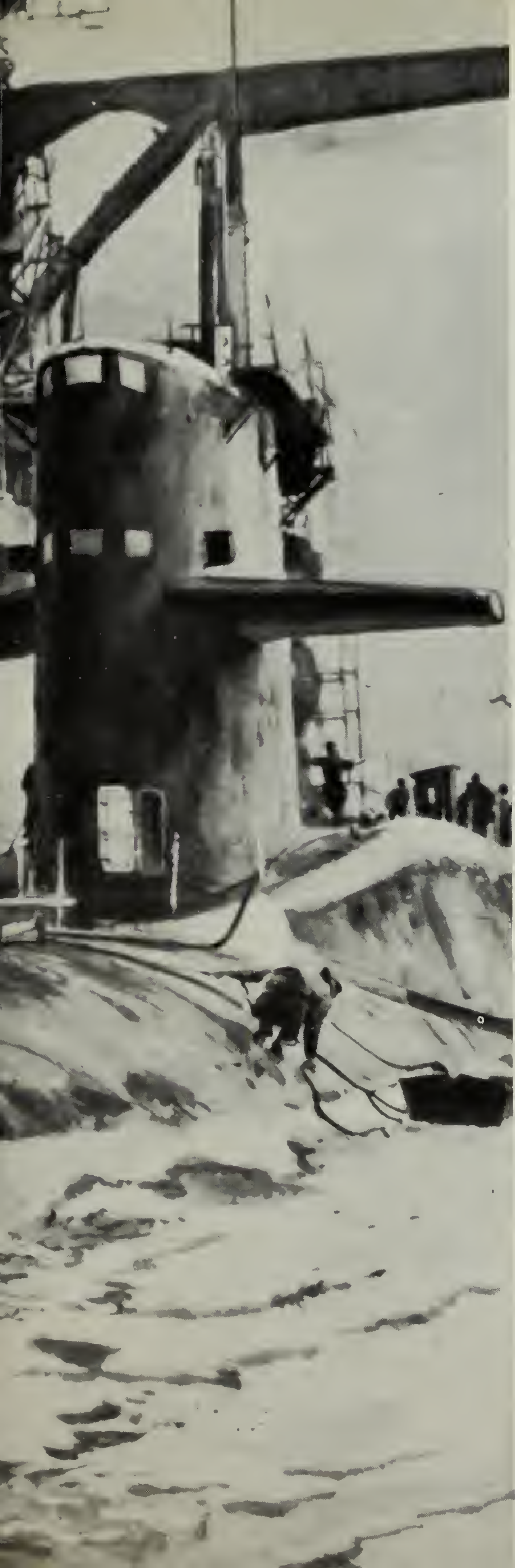
ALL HANDS

D208.3:
632

SEPTEMBER 1969

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

359.05
A416



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1969 Nav-Pers-O NUMBER 632

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel

REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

YTB Spells Yard Tug, BIG 2
Salvage Teams at Work—On Both Sides of the Water 4
D and S School: Let's Take a Dive 7
Bell Bottom Life Raft 8
Something New for Navy Juniors: High School NJROTC 10
Navy's Own Combat Artist 16
He Drives a DDS, Mark 1 27
Friendly Sea Life: There's More Out There Than Water 28
Wildlife Under the High Seas 32

Special Report

The History of Recruiting 18

Departments

Today's Navy 38
Letters to the Editor 58
Navy Humor 63

Bulletin Board

Will You Be Eligible for Reenlistment? 44
Advance Pay for Men Moving to New Duty 44
Postgraduate Education Program for Officers 45
A Report on Pay for the Warrant Officer 46
For the College-Bound: Check on What NROTC Offers 49
V-Neck Shirt Ruling Modified 50
An Opportunity for Recruiting Duty 51
Cutoff Dates for Seavey Segment C-69 52
A Roundup on CPO Assignment 54
Sea and Shore Duty Tour Lengths for CPOs 56
Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: APOLLO RECOVERY HELICOPTER — "Black Knight" greets a new morning, silhouetted against a rising sun in the mid-Pacific. The copter is an SH-3D of HS 4, based out of Imperial Beach's Naval Air Station, Calif. The Black Knight Squadron was involved in the recovery of Apollo Missions 8, 10 and 11. This cover is an illustration of a striking photo taken by Photographer's Mate 2nd Class Milt Putnam, USN. The linework drawing is an adaptation by ALL HANDS illustrator DMSN Ron Graff, USN.

• AT LEFT: COMBAT ART—George Gray's watercolor depicts USS Proteus (AS 19) overhauling a Polaris submarine at Holy Loch, Scotland. Photo courtesy the U. S. Navy Combat Art Center.

YTB-

YARD TUG, BIG

ABOUT THE ONLY THING she has going for her in comparison to her sisters is that they are all gray. She is small, and they, for the most part, are gigantic. They perform a multitude of important jobs, but then so does she. In fact, unless she does her job, they cannot do theirs.

She in this case is a U. S. Navy YTB.

YTB stands for Large Harbor Tug and that is an appropriate title for these small craft. The Navy has hundreds of them, and could not operate from many ports without them. They assist in the mooring of ships, provide towing service when needed, deliver harbor pilots to incoming ships and perform a variety of other jobs.

Their size can be deceiving. YTBs are 109 feet long, have a draft of 13 feet, 10 inches, a beam of 30 feet and weigh in excess of 350 tons. Add these factors to twin diesel engines that can develop 2000 horsepower, and you have a powerful little package capable of maneuvering the Navy's largest aircraft carrier.

IN MOST CASES a tug skipper is a seasoned 1st class or chief boatswain's mate. To these men, tugs are the best duty in the Navy. They have all the responsibilities associated with command. Commanding officers of all ships are chosen for duty based on their background, experience and knowledge and the same is true in the selection of a tugboat skipper.

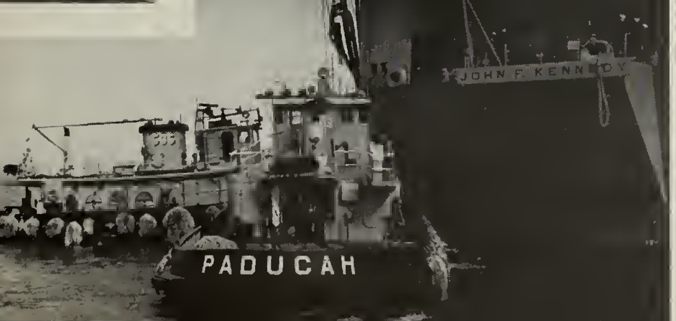
A YTB normally has a crew of 10 to 12 men, including a cook, quartermaster, boatswain's mate, engineman and electrician's and machinist's mate apprentices for the engineering department.

The four tugs shown in these photos are *Wapakoneta, Paducah, Dahlonega* and *Marinette*. All are assigned to the U. S. Atlantic Fleet in the Norfolk, Va., area.

—JO1 Russell D. Egnor, USN

Left: Chief Boatswain's Mate Robert L. Burton, USN, mans helm of harbor tug Wapakoneta. Above: Tugs team up to maneuver USS John F. Kennedy (CVA 67) into berth at Norfolk. Above Right: YTBs Marinette and Dahlonega at work. Lower Right: Large harbor tug USS Paducah (YTB 785) joins in. Far Right: Twin engines that can develop 2000 horsepower give YTBs their push. Top: Tug with a nose for business steams to job.

MARINETTE


JOHN F. KENNEDY
PADUCAH

Salvage Team at Work—On BOTH SIDES OF THE

SWELLS GENTLY rocked the Navy salvage ship USS *Bolster* (ARS 38), then glided the remaining quarter-mile to shore and broke listlessly on the low stretch of yellow sand leading to a village on the Republic of Vietnam coast.

In a workboat 50 yards aft of *Bolster*, Lieutenant Edward C. McCoy loosened the straps of his air tanks and let them slip to the deck. McCoy and his team of Navy divers had just completed an underwater salvage job.

Stripped of its adventure-yarn glamor, salvage diving is hard, exacting work. But for *Bolster* and her crew, the lack of glamor is replaced with a sense of need—and sometimes urgency.

Bolster's mission is "standby salvage." She is a seagoing rescue vessel primed and ready to aid any ship in trouble along the shallow coast of the South China Sea. Often battles are going on within earshot of the ship. Lieutenant Commander Calvin C. Reed, captain of *Bolster*, and his 80-man crew keep busy with a variety of offshore and underwater tasks. McCoy heads the seven-man salvage diving team.

McCoy and his partner in this dive, Engineman 2nd Class Kenneth Wainscott, had just surfaced in a shimmering hiss of bubbles from their third and final dive of the day. In pairs, the team had been working alternately underwater since dawn. Now, a hot midday sun glared off the water.

"It looks calm, doesn't it?" said McCoy, gesturing toward the flat surface of the sea. "Like a lot of things in this part of the world, looks are deceiving. On the bottom this late in the day, the currents and surges are sheer murder."

AS THE WORKBOAT headed back to *Bolster*, Hospital Corpsman 1st Class Jerry Thomas picked up a logbook and began totaling the number of minutes each man had spent underwater that morning.

DIVE JIVE: Fireman Jim Leggett (top) and Engineman 3rd Class Dale Richardson have a word before dive.

ON DECK—Engineman 2nd Class K. L. Wainscott readies air tanks aboard salvage ship USS Bolster.

WATER

“At this depth—40 feet—we can work 120 minutes out of every eight hours,” he explained. “Any longer and a diver runs the risk of getting the bends—nitrogen bubbles in the bloodstream that can stop circulation. We’ve just about used up our time today.”

Thomas has a variety of jobs on *Bolster*. Besides being the senior enlisted diver and a specialist in diving medicine, he also cares for the crew’s minor ailments and bumps and bruises.

Other men making up the team include Lieutenant (jg) Greg C. Gillette, Boatswain’s Mate 3rd Class Donald R. Dunn, Engineman 3rd Class Dale E. Richardson, and Fireman James L. Leggett.

In addition, Lieutenant Richard W. Rosenbach, *Bolster’s* executive officer and a Navy diver since 1959, takes his turn in the water when time and duties permit.

Later in the day, LT McCoy and his crew sat in the ship’s lounge and discussed their jobs (continued).

WORK BELOW—Bolster’s divers work on fuel hose connection 40 feet below the surface. Below: Boatswain’s Mate 3rd Class Donald R. Dunn makes a careful check of scuba diving equipment.

WHAT TO DO—LT Edward McCoy explains a problem on the job before diving team descends.

What's the single most important factor in successful salvage diving? McCoy offered an answer in a single word: "planning."

"Before we start a job," he said, "we go over each facet of the operation with everyone concerned and try to plan our moves step by step. As Thomas mentioned, we have a limited amount of time on the bottom and we've got to make every minute productive."

Gillette, sporting a drooping mustache carefully nurtured since *Bolster* left for the Republic of Vietnam last January from her home port of Pearl Harbor, is assistant diving officer.

Responding to a question about the dangers involved in salvage diving, Gillette said that, "We put the odds on our side by observing a number of safety rules. Equipment is checked constantly—a malfunction can get you into trouble in a hurry."

He added that while using scuba diving gear, where divers have no communications to the surface, teams of two are always used. "If you get yourself tangled in a line or pinned under equipment, you're in serious trouble unless you have a diving mate to offer assistance or get help."

Marine life offers little danger, the divers agreed. "Sharks don't present a problem," said Richardson, "and we've only seen a few sea snakes."

AVERAGE AGE of the divers aboard *Bolster* is 24. All are volunteers for the duty and attended Navy diving school, noted for its no-nonsense approach to underwater salvage work and physical fitness.

Wainscott, who has been diving since 1966, commented on the school. "It's demanding and physically challenging," he said, "and it takes a lot of desire to get through."

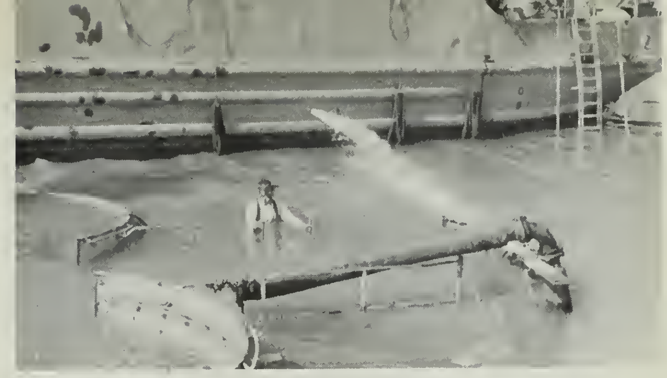
Why did the men select salvage diving as their specialty in the Navy? McCoy found the field a natural when he came into the Navy in 1966. He has been scuba diving since his freshman year in high school, working summers on a charter diving boat off the Florida Keys. Gillette, a native of Hawaii, has been a Navy diver for 15 months and a sports diver most of his life.

All agreed on one thing—salvage diving offers constant challenges with little time for boredom. And, they added, the bottom of the sea is like a different world. **—Story and photos by JOC Lee Coleman, USN**

SALVAGE HQ—USS Bolster (ARS 38) rides at anchor.

IN VIET WATERS—Divers tow fuel hose throughout morning mist.

LET'S TAKE A DIVE



Student prepares to dive to sunken main deck.

You can raise a lot of things in this world, but raising sunken ships out of the mud is the unusual specialty of the U. S. Navy Diving and Salvage School. The students perform this feat about 16 times a year as a part of their instruction in diving and salvaging.

The school, located at the Washington Navy Yard, Washington, D. C., trains all of the Navy's first class divers, master divers, diving officers, diving medical technicians, and diving medical officers. Its staff of 10 officers and 23 enlisted instructors, mostly chief petty officers, are experienced, trained men in their specialties.

Highlighting their schooling, the ship-salvaging project puts the student's training and individual initiative to a realistic test. Normally conducted downriver at Oxon Hill Run Cove, the salvaging operation was recently moved to a pier adjacent to the diving school in the Navy Yard on a trial basis.

At the same time, a larger ship replaced the old LCU which had been in use for many years. The new ship is the former USS *Strength* (MSF 309), which had been mothballed at Orange, Tex. She still shows signs of her World War II camouflage paint. She was a good subject for this first salvage project at the Navy Yard.

The procedure for training students on salvaging the ship follows this pattern: Staff instructors sink the ship at the pier by means of both the scuttling cocks and by making new holes in her hull. The students, under instructor guidance, must locate the holes, plug them, and isolate the ship into sections for pumping. Then pumping equipment is rigged and the water pumped out. If the students are doing it right, the ship will rise from the mud and float once again.

Commenting on the project, Lieutenant Commander J. F. Newell, Jr., USN, the school's commanding officer, observed, "you could look at it as a graduation project. If the ship floats, they graduate. If it doesn't, they don't."

The school is the only one in the Navy to teach deep diving and salvage. Instruction in salvage techniques was added in 1957. New methods of salvaging have been learned from the Vietnam conflict and are being made a part of the various diving courses taught.

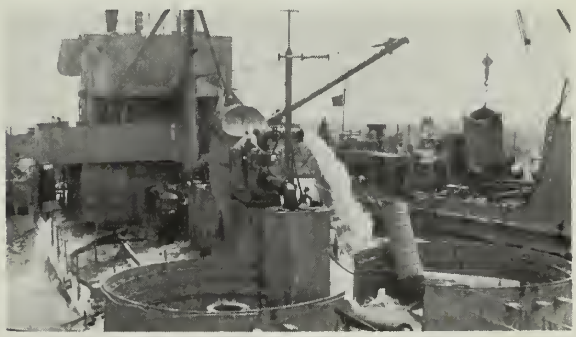
The average number of students on board at any time is about 90. These include, in addition to Navy personnel, members of the Air Force, Army, Coast Guard and Marine Corps. The school also trains divers from all the allied nations.

Students must be highly qualified physically and be volunteers. Most Navy students come from the Fleet. Presently the Navy has 67 per cent of its authorized strength of divers.

Navymen who are interested in becoming divers should check the appropriate BuPers Instruction in the 1500 series. Novice divers are trained as second class divers at one of the four schools located at Norfolk, San Diego, Pearl Harbor, and Subic Bay, R. P.

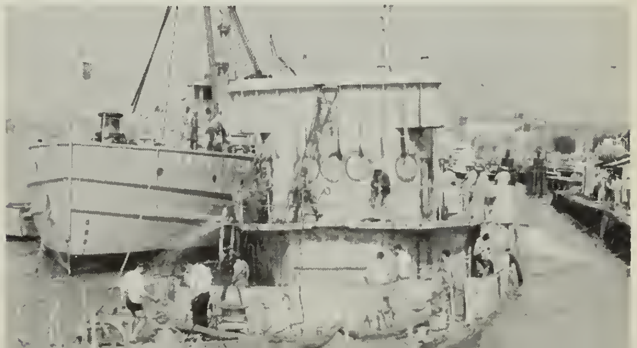
—JO1 Norman K. Johnson, USNR

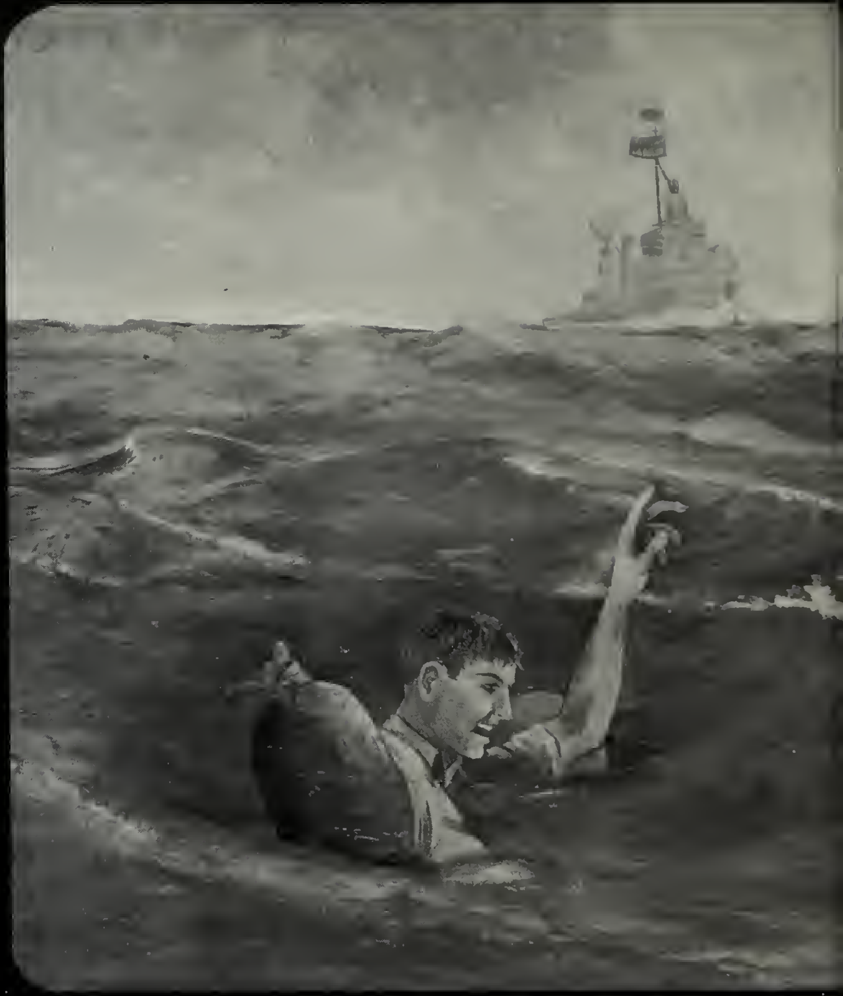
Overboard discharge hose is tied down.



Adjustments are made to large pump.

The training ship slowly comes up from the mud.





REMEMBER that session in boot camp in which you inflated your dungarees and used them for water wings?

Perhaps you felt a little silly and self-conscious about it. A quaint bit of sea lore that could have absolutely no applicability to you.

Don't try to tell that to Machinist's Mate 3rd class Jim Devin, or you'll suddenly find yourself with a mouthful of loose teeth. He's thoroughly sold on the idea. Here's how he became converted:

His ship, USS *Porterfield* (DD 682), was working through a storm 60 miles south of Japan. Winds to 45 knots and 20-foot waves rolled the WW II destroyer 45 degrees to port, then starboard. Visibility was estimated at 100 yards. A fine day for landlubbers, Jim Devin decided.

Jim was on the 01 level, one deck above the main deck.

"Then this really big wave hit us. It was higher than the 01 level. All I could see was water."

Next thing, Jim saw a man lying on the fantail near the depth charge racks. He apparently had been swept across the deck by the wave and knocked unconscious.

"I went down the ladder to help him," Devin said. "When I got to the main deck, I met our hospital corpsman and we worked our way back to the fantail."

The corpsman took the unconscious man by the legs and Devin took his arms. Then, another wave hit and Devin was swimming.

Four minutes later, the corpsman and the other man were safely in-

Bell-Bottom Life Raft

side the ship, but Devin was missing. *Porterfield* and USS *John Paul Jones* (DD 931) began searching.

THE ODDS were not in Devin's favor. Lookouts had limited visibility, and the search was further complicated as the ships continued to take 45-degree rolls.

Devin did not have a life jacket, but he remembered a trick he had learned back in boot camp.

"I took off my dungaree trousers, tied knots in the legs, and then inflated them the way we practiced in boot camp.

"I tried swimming and using the trousers as a life jacket, but couldn't make any headway because of the waves. I decided just to hang on and hope they would spot me."

It appeared to Devin that the ships were searching for him some two miles from where he bobbed in the water. A flock of sea birds began to hover over him.

"The birds stayed overhead the whole time. I thought they were going to sit down on me." (Perhaps it was their appearance that finally attracted the ships' attention to him.)

At one point, Devin thought a shark was circling him. "I could see a fin, but when it got closer, I realized it was one of my boots floating upside down. Phew."

Twice, *John Paul Jones* passed within 150 yards of the Navyman without spotting him.

"Then *Jones* turned a third time and headed straight for me. I figured that if *Porterfield* also turned, they had seen me, but my ship kept going and I really began to worry.

"*Jones* kept coming toward me, and I started waving my arms. Finally they spotted me."

Jones' crewmen tied two life preservers to a line and threw them to Devin. Minutes later, he was safely on board.

"One of the lookouts told me it looked as though I was walking on the water, Believe me, I was trying."

Devin had acquired some minor scrapes and bruises as he was hauled on board from the high seas. His legs were stiff from two hours of treading water, but he was otherwise all right.

"One thing's for sure," he insisted, "I'll never wear a pair of dungarees with holes in them."

—Journalist 1st Class Jim Lea, USN

high school NJROTC NJROTC NJROTC

Some day an admiral may credit the foundation of his career to those years he spent as a midshipman in his high school's Naval Junior Reserve Officers' Training Corps.

It will be a few years, however, since the NJROTC program was instituted only three years ago.

Progressively, the program has grown to 78 units, established across the nation in private and public high schools, including military institutes.

Like every education program sponsored by the Navy, NJROTC has a mission: to develop and motivate young men toward careers in the Navy. It does this through planned training, emphasizing orderly appearance, individual responsibility and character development, all with the aim of creating within the young man a high degree of personal honor, self-reliance and leadership.

The potential junior midshipman, or cadet as he is more generally referred to, must meet certain NJROTC enrollment requirements. Aside from being enrolled in a school sponsoring a unit (see list below), he must be a citizen of the U. S., and be at least 14 years old.

Good moral character is a requirement. So is physical fitness. A student is considered physically qualified to participate in the NJROTC training if he is able to participate fully in the physical education program in the school.

In addition, there are screening tests which must be completed before selection into the program is made by the unit instructor and the school principal.

The training is currently geared to an academic track toward college entrance. Over a course of three years—sophomore, junior and senior—120 hours (96 minimum) of military instruction per year are offered in conjunction with academic courses leading to entrance into college. This is featured only in those schools having a full program of academic studies which, upon being completed, will qualify a student for entry into a college-sponsored senior ROTC program.

Another avenue of training, not necessarily geared for college preparation, is the technical track. Although it has not yet been established in any NJROTC unit, the technical track training differs from the academic track in that it incorporates into the military training specific technical courses of a military nature.

Students completing the technical track and NJROTC requirements offered at the military junior colleges and military institutes are given special consideration upon their decision to enlist in the Navy or Naval Reserve, or in an active or Reserve unit of one of the other services, instead of going on to a senior ROTC program.

These may include enlistment at an advanced pay grade, waivers of basic technical training and, in some instances, waivers of advanced technical training, provided the enlistee can pass examinations that substantiate his level of technical proficiency.

Photos clockwise from above: (1) Rear Admiral Joseph Wylie, Jr., renders a salute during inspection of Naval Junior Reserve Officers Training Corps cadets from Tiverton, R. I. (2) NJROTC cadets from Saint Joseph Regional High School, Montvale, N. J., on parade. (3) NJROTC cadets from Woodrow Wilson High School, Bristol, Pa., man the rail of USS Angler. (4) Flag bearers from Franklin Heights High Schol, Columbus, Ohio. (5) Woodrow Wilson High School cadets enjoy Navy meal during tour of Philadelphia Naval Base.

Additionally, students who complete the three-year junior ROTC program—either track—may be entitled to a waiver of one year in the basic course of senior ROTC if they elect to enter college.

TRAINING for an NJROTC midshipman extends beyond the classroom. He practices marching in review during parade field drills to develop his coordination. He learns formal procedures and military etiquette by participating in military ceremonies. But of all the outside activities he looks forward to most, field trips to naval bases, air stations and ships rate high on the list.

A rare opportunity was given 200 NJROTC cadets from two high schools in Long Beach, Calif., when they spent a day aboard the battleship USS *New Jersey* (BB 62) which had just returned from waters off the coast of Vietnam. The two units, sponsored by the Woodrow Wilson and Lakewood Senior High Schools, are located in a region where visits to ships and naval activities are readily available. Additional training facilities for the cadets are offered at the Recruit Training Command in San Diego.

At the Philadelphia Naval Shipyard another group of NJROTC cadets from the Woodrow Wilson Senior High School at Bristol, Pa., also paid a visit to a battleship, the mothballed *Iowa*. During the same trip, the cadets toured the submarine USS *Angler* (AGSS 240), giving them a comparison between two completely different ways of Navy life.

MANY OF THE NJROTC units participate in civil events and ceremonies. Here are some of their activities during the past year:

A contingent of 20 cadets from the Columbus, Ohio, Franklin Heights High School unit participated in military decoration ceremonies held in the State House rotunda. As part of the event, they were inspected by Captain Richard G. Zimermann, USN, Director of Navy Recruiting, CAPT Zimermann was on hand to present the Navy Commendation Medal with combat "V" for service in Vietnam to Chief Engineman S. W. Esely, who was then assigned as a recruiter in Columbus.

The Franklin Heights unit additionally provided a color guard and rifle escort detail of 15 cadets to march in the annual Chillicothe Veterans Hospital parade together with the school's 75-piece marching band.

Still another color guard detail and rifle escort and drill team from the same unit paraded at a civic shopping center during a week-long salute to the Armed Forces.

NJROTC cadet platoon from Washington High School, Pensacola, Fla., passes in review, above. Right: Third platoon from Santa Fe High School, Santa Fe, N. M.

An Opportunity for Retired Navymen in NJROTC Program

RETIRED NAVYMEN, and those anticipating retirement, have an opportunity to maintain an active association with naval affairs by becoming instructors in the Naval Junior Reserve Officers' Training Corps Program offered in 77 high schools across the nation.

Duties of the instructors include classroom presentation of materials especially prepared for the NJROTC Program, and conduct of the Leadership Laboratory Program.

The retired officer instructor supervises the school program and teaches the academic portion of the curriculum. The enlisted instructor conducts leadership laboratory exercises and instructs in areas where he possesses particular competence.

Officers are generally required to have college degrees, while enlisted men should possess a high school diploma or a General Education Development certificate issued by the government.

Degrees and diplomas are not necessarily prerequisites in all cases, however, as employment by the schools is based on an individual's qualifications approved by the Secretary of the Navy. The only stipulation to hiring is that instructors so employed must be retired Navy officers and enlisted men, according to the law establishing the NJROTC units.

Regarding pay, instructors will continue to receive their retired or retainer pay, plus an additional amount equal to at least the difference between their retired pay and the pay and allowances they would receive if ordered to active duty, excluding hazardous duty pay and proficiency pay.

The NJROTC Program expects to offer considerably more employment opportunities in the future as it continues to expand from coast to coast. When fully implemented, the program will include 275 units, of which 245 of the units will be Navy and 30 will be Marine Corps.

To the senior high school man, NJROTC offers a path leading to an interesting and rewarding experience as a Naval Cadet. It seeks to develop future leaders with a strong sense of self-reliance, a personal knowledge of the responsibilities of citizenship in a democratic society, and an appreciation of the Navy's role in national defense.

Individuals interested in instructing in the program are invited to contact the school of their choice directly, by referring to the following list, or write to the Chief of Naval Personnel (Pers-C33a), Navy Department, Washington, D. C. 20370, for additional information.

NAVAL RESERVE influence is spreading through the South-Western City School district in Columbus, now that an NJROTC unit has been established at the Grove City High School.

Officiating at the activation ceremonies was Captain W. J. Wehmeyer, commanding officer of the Ohio State University NROTC unit. In his remarks to the 109 cadets, CAPT Wehmeyer explained that through the collective studies offered by the program, including such subjects as oceanography, meteorology, navigation, electronics and seamanship, they would develop into well informed citizens with a strong sense of patriotism and appreciation for the Navy's role in our nation's defense.

Cadet Ross Mulhare (far left) was honor graduate of Saint Joseph Regional High School, Montvale, N. J. Middle photo shows cadets at Corpus Christi enjoying NJROTC dance. Color guard (right) of Mary B. Smiley High School NJROTC unit raises flag during dedication of submarine memorial at Houston, Texas. Titusville High School NJROTC unit of Titusville, Fla., (top photo) passes in review.

Later, a nine-man drill team performed an intricate silent drill, demonstrating a series of rifle maneuvers with the precision timing of a crack Navy drill unit.

Located near the entrance to the NJROTC Armory at the Mary B. Smiley High School in Houston, Tex., is a bronze plaque placed by the school's cadets, members of the city's junior chamber of commerce, and veterans of World War II. It is a memorial to those submarines and their crews listed as "still on patrol." Another example of NJROTC civic participation.

Three years' hard work on the part of two cadets proved rewarding. At the graduation ceremonies last June at St. Joseph Regional High School, Montvale, N. J., NJROTC Cadet Ross Mulhare was selected as the outstanding midshipman of his unit. He received a $50 savings bond from Fleet Reserve Association Branch No. 59, Bergen Co., N. J.

During the same ceremonies, a $25 savings bond, together with an NJROTC college scholarship, was awarded to Cadet Christopher Culvert.

IN ANOTHER NJROTC graduation exercise at Washington Senior High School, Pensacola, Fla., the cadets

Top photo: Saint Joseph Regional High School cadets practice close order drill. Below: Franklin Heights High School, Columbus, Ohio, corps of cadets stand at attention during ceremony.

passed in review as a change of command within the unit was held.

Cadet Lieutenant Bobby Gray assumed the post as senior cadet in charge from graduating Cadet Lieutenant Commander Charles Slater. The event featured an address by the commanding officer of the Marine Air Detachment at NAS Pensacola, Colonel Donald Conray. In addition, a set of flags were donated to the school by Pensacola Navy League.

All these examples of NJROTC activity serve to demonstrate the importance of the units, but the idea behind the program can perhaps be summed up by this account on record in the Bureau of Naval Personnel NJROTC files.

Member of Tiverton High School honor guard stands at attention during inspection of cadet corps. Schools with NJROTC units listed below.

ALABAMA

Huntsville High School
2304 Billie Watkins Avenue S. E.
Huntsville, Ala. 35804

*Mountain Brook High School
3650 Bethune Drive
Birmingham, Ala. 35223

*W. P. Davidson High School
3900 Pleasant Valley Road
Mobile, Ala. 36609

ARKANSAS

Hot Springs High School
701 Emory & Patterson Streets
Hot Springs, Ark. 71901

CALIFORNIA

Lakewood High School
4400 Briarcrest
Long Beach, Calif. 90813

Wilson Senior High School
4400 East 10th Street
Long Beach, Calif. 90804

Point Loma High School
2335 Chatsworth Blvd.
San Diego, Calif. 92106

San Clemente High School
700 Avenida Pico
San Clemente, Calif. 92672

FLORIDA

Admiral Farragut Academy
on Boca Ciega Bay
St. Petersburg, Fla. 33708

Escambia High School
1310 North 65th Street
Pensacola, Fla. 32506

Titusville High School
P.O. Box 5
Titusville, Fla. 32780

*Milton High School
Stewart Street
Milton, Fla. 32570

Washington Senior High School
30 East Texar Drive
Pensacola, Fla. 32502

William J. Woodham High School
150 East Hudson Drive
Pensacola, Fla. 32503

IDAHO

*Highland High Schoo
1800 Bench Road
Pocatello, Idaho 83201

ILLINOIS

Harlem High School
8605 North Second Street
Rockford, Ill. 61111

North Chicago Community High School
1717 17th Street
North Chicago, Ill. 60064

*Wheeling High School
900 South Elmhurst Road
Wheeling, Ill. 60090

INDIANA

New Haven Senior High School
900 Prospect Avenue
New Haven, Ind. 46774

IOWA

*Heelan High School
11th & Douglas
Sioux City, Iowa 51105

KANSAS

West High School
East High School
North High School
South High School
7235 Antioch Road
Shawnee Mission, Kan. 66204

KENTUCKY

*Lafayette Senior High School
Reed Lane
Lexington, Ky. 40503

Valley High School
10200 Dixie Highway
Valley Station, Ky. 40218

LOUISIANA

Brother Martin High School
4401 Elysian Fields
New Orleans, La. 70122

MAINE

*Old Orchard Beach High School
Old Orchard Beach, Maine 04063

MARYLAND

Northwestern High School
Prince George's County
Adelphia Road
Hyattsville, Md. 20782

MASSACHUSETTS

Quabbin Regional High School
Barre, Mass. 01005

St. Peter's Boys' High School
Blackburn Circle Route 128
Gloucester, Mass. 01930

Woburn Senior High School
124 Main Street
Woburn, Mass. 01801

MICHIGAN

*Bentley High School
15100 Hubbard Road
Livonia, Mich. 48154

MISSISSIPPI

Canton High School
330 North Liberty Street
Canton, Miss. 39046

Rogers High School
North Mace Street
Canton, Miss. 39046

MISSOURI

*Carl Junction High School
Carl Junction, Mo. 64834

MONTANA

Billings Senior High School
101 10th Street West
Billings, Mont. 59102

Billings West High School
2201 Saint Johns Avenue
Billings, Mont. 59102

NEW JERSEY

Admiral Farragut Academy
on Toms River
Pine Beach, N. J. 08741

In a letter from the superintendent of Tiverton High School, Tiverton, R. I., to Captain Gerard S. Bogart, Director of the Tiverton NJROTC unit, the faculty and cadets were lauded for a performance made during a parade and review in Newport, R. I.

The text of his letter follows:

"I would like to congratulate . . . all the naval cadets on their excellent performance in Newport . . . The parents and I who witnessed the review were extremely impressed by what we saw.

"While the review itself was a public demonstration of what is happening to these fine young men, we cannot forget that the values and knowledge that are being developed in the Navy classroom under your leadership are even more important to consider. Our Navy program is in my estimation the finest feature of Tiverton High School. All credit and honor to the officers and cadets in this program must be rendered.

"Please tell our cadets that the Town of Tiverton is really proud of them and that they by their actions are responsible for making the high school a potential great in Rhode Island. I will always in my role of superintendent support the cadet program as a top priority item . . ." Theodore E. Gladu.

As long as the Naval Junior Reserve Officers' Training Corps Program continues to receive such support, it will continue to develop the caliber of leaders among today's young men who some day might become tomorrow's admirals.

—JOC Marc Whetstone, USN.

St. Joseph Regional High School
40 Chestnut Ridge Road
Montvale, N. J. 07645

NEW MEXICO

Highland High School
4700 Coal Avenue, S.E.
Albuquerque, N. Mex. 87108

Santa Fe High School
2100 Yucca Road
Santa Fe, N. Mex. 87501

NORTH CAROLINA

John T. Hoggard High School
4305 Shipyard Boulevard
Wilmington, N. C. 28401

*Myers Park High School
2400 Colony Road
Charlotte, N. C. 28209

*Smithfield-Selma High School
Smithfield, N. C. 27601

OHIO

Franklin Heights High School
1001 Demorest Road
Columbus, Ohio 43204

Garfield High School
435 Firestone Boulevard
Akron, Ohio 44301

Grove City-Jackson High School
201 East Park
Grove City, Ohio 43123

*Jackson Memorial High School
7355 Mudbrook Street
Masillon, Ohio 44646

*Washington Senior High School
Box 520
Washington Court House, Ohio 43160

PENNSYLVANIA

Woodrow Wilson High School
800 Coates Avenue
Bristol, Pa. 19007

RHODE ISLAND

Tiverton High School
100 North Brayton Road
Tiverton, R. I. 02878

SOUTH CAROLINA

*Aiken High School
Aiken, S. C. 29801

*Brookland-Cayce High School
1300 State Street
Cayce, S. C. 29033

T. L. Hanna High School
2307 Marchbanks Road
Anderson, S. C. 29621

TENNESSEE

*West High School
Sutherland Avenue
Knoxville, Tenn. 37919

TEXAS

Beaumont High School
Millard and South Streets
Beaumont, Tex. 77702

Charlton-Pollard High School
1900 Carroll Street
Beaumont, Tex. 77701

French High School
4415 Concord Street
Beaumont, Tex. 77703

Foy Moody High School
1818 McArdle Road
Corpus Christi, Tex. 78403

Mary Carroll High School
5301 Weber Road
Corpus Christi, Tex. 78411

Richard King High School
5225 Gollihar
Corpus Christi, Tex. 78411

Roy Miller High School
515 Fisher Street
Corpus Christi, Tex. 78411

W. B. Ray High School
1002 Minnesota Street
Corpus Christi, Tex. 78411

M. B. Smiley High School
10725 East Houston Road
P. O. Box 23278
Houston, Tex. 77028

H. M. King High School
P. O. Box 871
Kingsville, Tex. 78363

*Ross S. Sterling Senior High School
11625 Martindale Road
Houston, Tex. 77048

*Tascosa High School
3921 West Lawn
Amarillo, Tex. 79102

UTAH

Kearns High School
5525 South 48th West
Salt Lake City, Utah 84115

VIRGINIA

Kecoughtan High School
522 Woodland Road
Hampton, Va. 23369

*Maury High School
322 W. 15th Street
Norfolk, Va. 23517

Princess Anne High School
4400 Virginia Beach
Virginia Beach, Va. 23462

York High School
P. O. Box 452
Yorktown, Va. 23490

WEST VIRGINIA

*Wheeling High School
2115 Chapline Street
Wheeling, W. Va. 26003

WISCONSIN

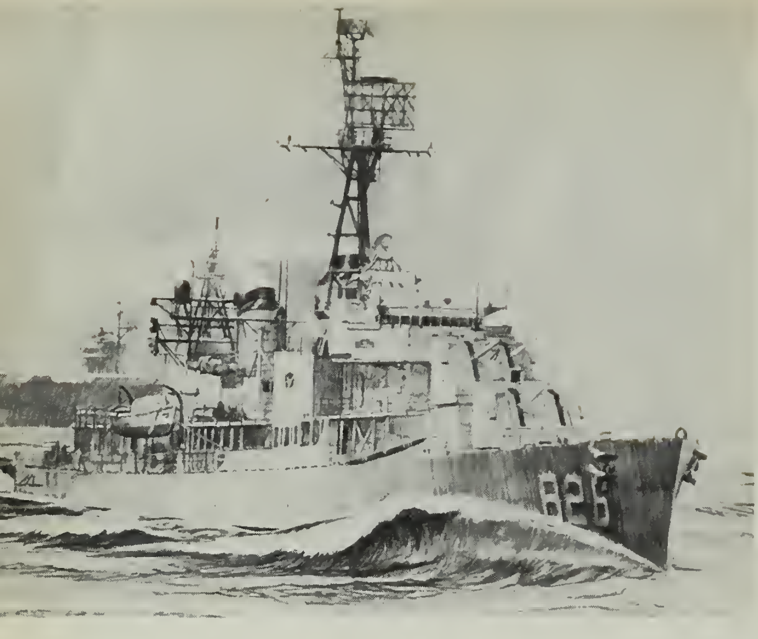
Hamilton High School
W. 220 N. 6151 Town Line Road
Sussex, Wis. 53089

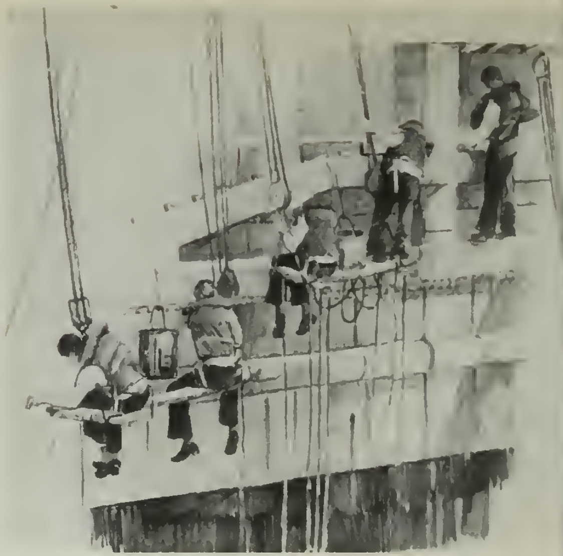
WYOMING

*Fremont County Vocational High School
1000 Main Street
Lander, Wyo. 82520

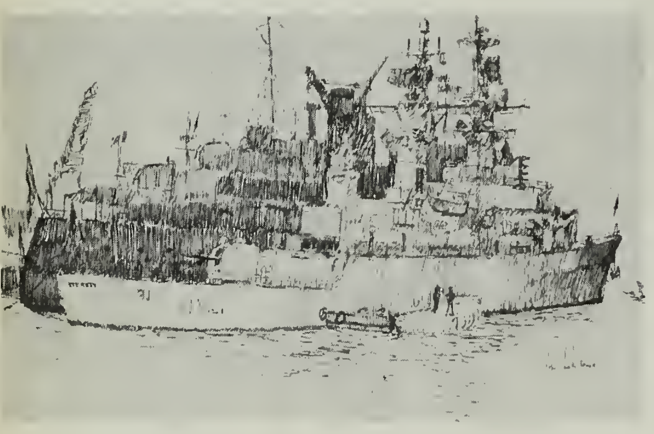
Sheridan Public School
P. O. Box 919
Sheridan, Wyo. 82801

(*-Scheduled for activation in September 1969)





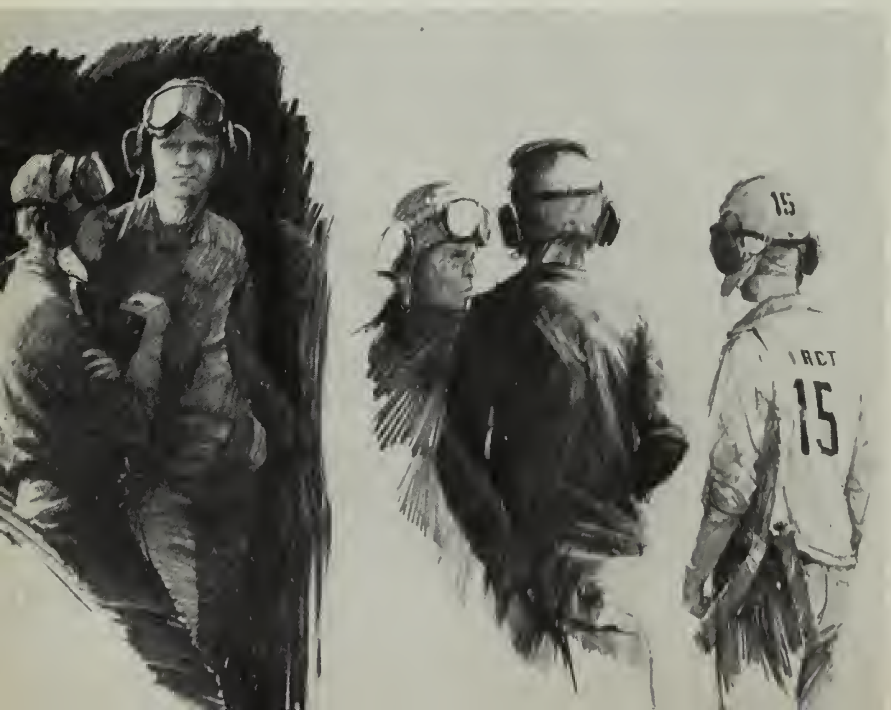
Combat

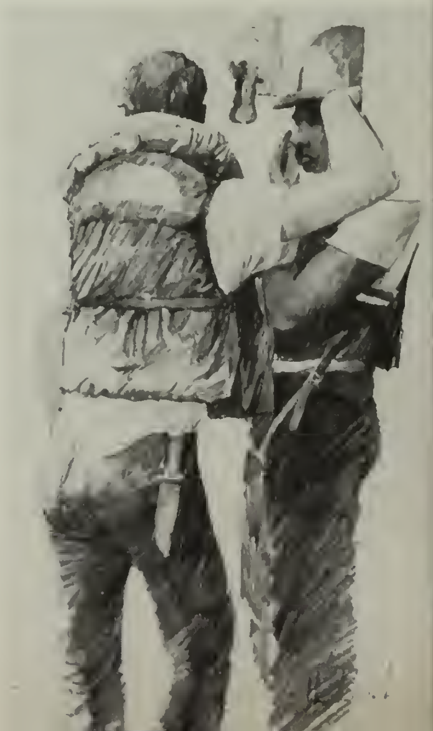


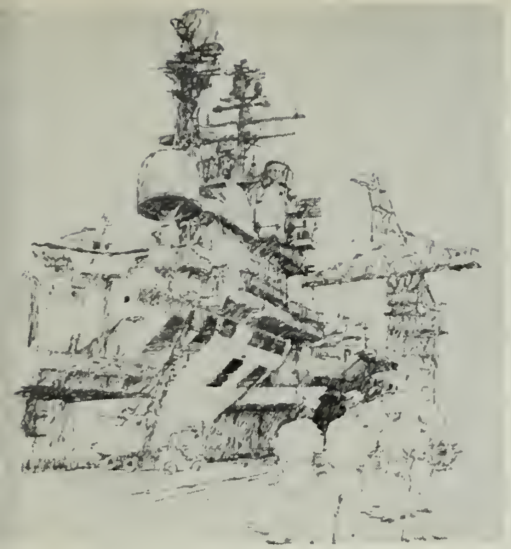
ON THESE PAGES are examples of the work of the Navy's only active-duty combat artist, Journalist 3rd Class John Charles Roach.

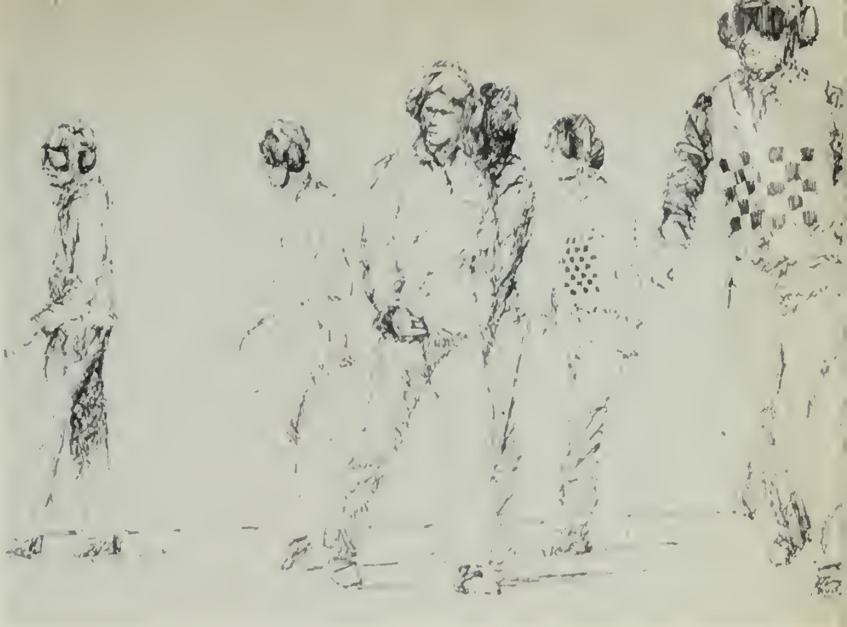
His work has been exhibited by the Navy Combat Art Gallery in shows overseas and throughout the United States. Journalist Roach's painting of USS *Providence* (CLG 6) (lower right, facing page) has been hung in the office of Secretary of Defense Melvin R. Laird.

The 26-year-old artist attended the Stadel Institute of Fine Arts in Frankfurt, Germany, for a year, then







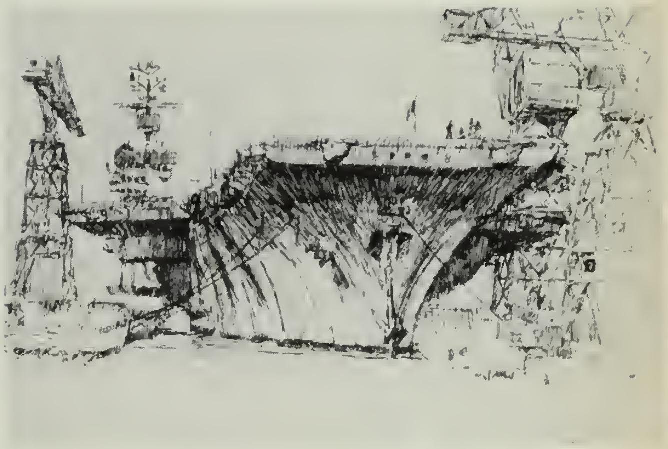


Artist

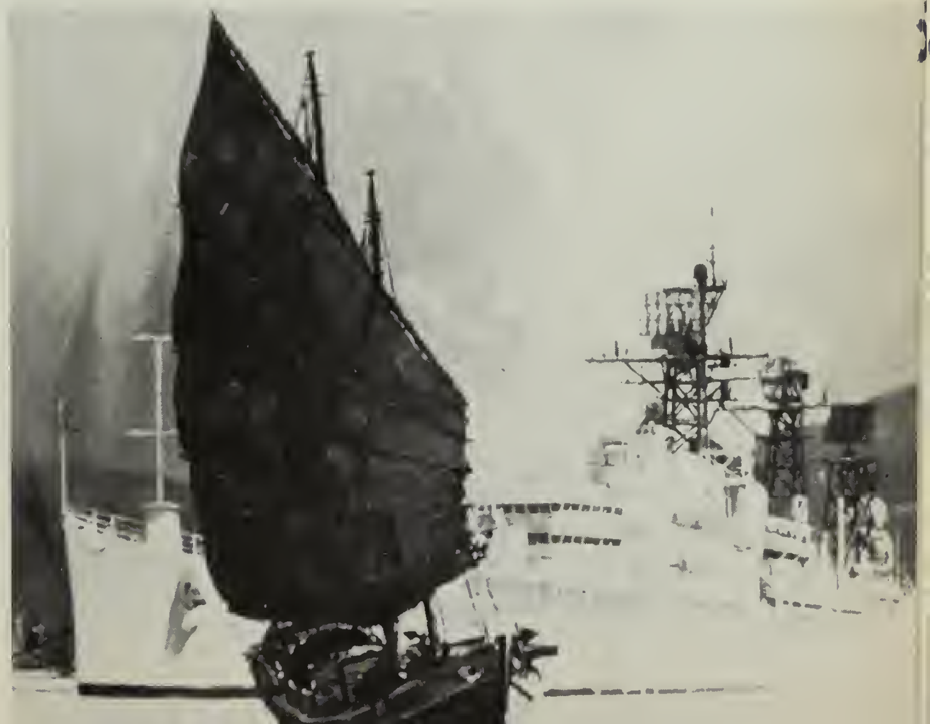
studied at the National Academy of Fine Arts in Paris for two years.

Since his designation as a Navy combat artist, Petty Officer Roach has covered the commissioning of USS *John F. Kennedy* (CVA 67) and Seabee construction and pacification efforts in the Republic of Vietnam. Since June 1968, he has sketched and painted various aspects of Seventh Fleet operations.

His art—drawings in pencil and in pen-and-ink, and paintings in tempera and oil—will be added to the permanent Navy collection in Washington.



Journalist 3rd Class John C. Roach works on pencil sketch while with the Seventh Fleet.



The history of recruiting in the U. S. Navy is a fascinating one. It dates back to the earliest days of the sea service of the youthful United States, and is full of the tradition—and challenge—that have always been part of the seafaring life. Most of all it has been an accurate barometer of the growing pains of the U. S. Navy.

The account is presented here as written by Chief Journalist Oscar C. Roloff, through the courtesy of the U. S. Naval Institute Proceedings, *which published the account back in December 1956.*

Chief Roloff was well qualified to report the story of Navy recruiting, following a lengthy career which saw him perform in billets in many parts of the world, culminating with duty in Washington, D. C., where he was the editor of The Naval Recruiter. *Chief Roloff, who has since retired, was a good friend of* ALL HANDS *staffers and made his headquarters on the deck below our editorial office in the eighth wing of the Navy Annex. There was a good deal of swapping, not only of sea stories, but also of photographs and editorial news between our offices.*

The account is presented as recorded by Chief Roloff with the exception that the statistics which were current at the time of the publication of his article have been brought up to date. In each case, the revision is indicated as such in the article.

The recruiting posters presented here have been selected from the files of ALL HANDS *with additional contributions provided by the Recruiting Division.*

Editor's Note: The asterisks on this and the following pages indicate that the statistics provided by the author some 13 years ago have been revised to make them more current. The new statistics were supplied by the Recruiting Division of the Bureau of Naval Personnel.

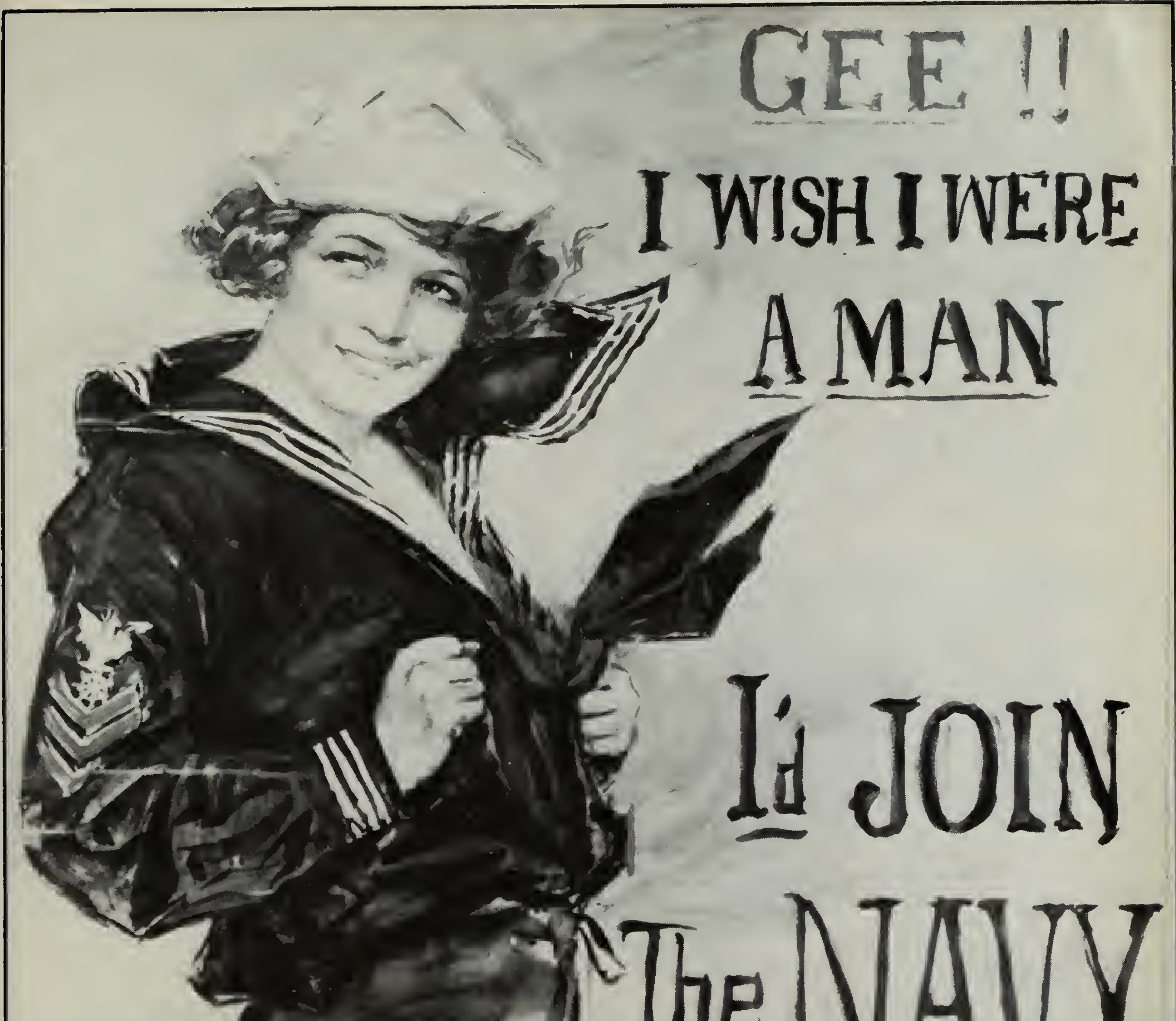
THE HISTORY OF RECRUITING

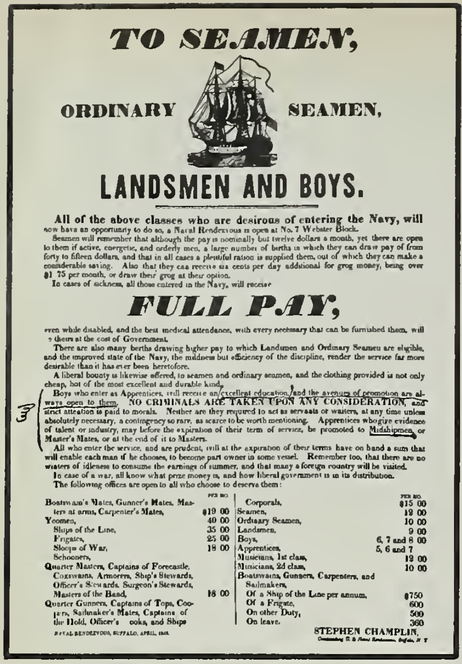
OCTOBER 13, 1775, might well be considered as the birthday of recruiting in the Navy, for it was on that date that the Continental Congress set up the Marine Committee and instructed it to recruit men for the ships of the Continental Navy. Thus, two years later in early November of 1777, when Captain John Paul Jones took the sloop-of-war *Ranger* out of Portsmouth, N. H., to harry English shipping, we can speculate that perchance her crew joined up partly because of the recruiting efforts of that committee. The records show that they had prepared an attractive poster enjoining gentlemen seamen and able-bodied landsmen to present themselves on board *Ranger*, in Portsmouth, or at the "Sign of Commodore Manley," in Salem. Further inducement was offered by shrewdly mentioning that an advance in pay would be made.

From the end of the Revolutionary War until 30 Apr 1798, when the Navy Department was created, the recruiting record is quite blank. On that date, however, the Secretary of the Navy was charged, in addition to other duties, with procuring men for the Navy. The term of enlistment was limited to one year only, a system which quickly broke down under the strain of war. In 1801 President Jefferson sent a squadron to the Mediterranean to put an end to the depredations of the Barbary corsairs, but the recurring need to send each ship home at the end of a year to discharge the crew caused the operations to drag on through four summers. They were finally brought to a successful conclusion after Congress authorized two-year enlistments.

THE HISTORY OF NAVAL RECRUITING reflects the many ups and downs which the Navy as a whole has known. One manner in which this is manifested is through recruiting quotas. In an expanding Navy quotas are high and recruiters do a brisk trade. At present recruiting goes on at a fairly good rate—not that the Navy has such a huge enlisted population (about 673,610 in 1968* as compared with 3,500,000 at its World War II peak)—but the reenlistment rate indi-

Reprinted from Proceedings by permission;
Copyright © 1956, U. S. Naval Institute


GEE !!
I WISH I WERE
A MAN
I'd JOIN
The NAVY
BE A MAN AND DO IT
UNITED STATES NAVY
RECRUITING STATION



TO SEAMEN,

ORDINARY SEAMEN,

LANDSMEN AND BOYS.

All of the above classes who are desirous of entering the Navy, will now have an opportunity to do so, a Naval Rendezvous is open at No. 7 Webster Block.

Seamen will remember that although the pay is nominally but twelve dollars a month, yet there are open to them if active, energetic, and orderly men, a large number of berths in which they can draw pay of from forty to fifteen dollars, and that in all cases a plentiful ration is supplied them, out of which they can make a considerable saving. Also that they can receive six cents per day additional for grog money, being over $1 75 per month, or draw their grog at their option.

In cases of sickness, all those entered in the Navy, will receive

FULL PAY,

even while disabled, and the best medical attendance, with every necessary that can be furnished them, will ? them at the cost of Government.

There are also many berths drawing higher pay to which Landsmen and Ordinary Seamen are eligible, and the improved state of the Navy, the mildness but efficiency of the discipline, render the service far more desirable than it has ever been heretofore.

A liberal bounty is likewise offered, to seamen and ordinary seamen, and the clothing provided is not only cheap, but of the most excellent and durable kind.

3 Boys who enter as Apprentices, will receive an excellent education, and the avenues of promotion are always open to them. NO CRIMINALS ARE TAKEN UPON ANY CONSIDERATION, and strict attention is paid to morals. Neither are they required to act as servants or waiters, at any time unless absolutely necessary, a contingency so rare, as scarce to be worth mentioning. Apprentices who give evidence of talent or industry, may before the expiration of their term of service, be promoted to Midshipmen, or Master's Mates, or at the end of it to Masters.

All who enter the service, and are prudent, will at the expiration of their terms have on hand a sum that will enable each man if he chooses, to become part owner in some vessel. Remember too, that there are no winters of idleness to consume the earnings of summer, and that many a foreign country will be visited.

In case of a war, all know what prize money is, and how liberal government is in its distribution.

The following offices are open to all who choose to deserve them:

	PER MO.		PER MO.
Boatswain's Mates, Gunner's Mates, Masters at arms, Carpenter's Mates,	$19 00	Corporals,	$15 00
		Seamen,	12 00
Yeomen,	40 00	Ordinary Seamen,	10 00
Ships of the Line,	35 00	Landsmen,	9 00
Frigates,	25 00	Boys,	6, 7 and 8 00
Sloops of War,	18 00	Apprentices,	5, 6 and 7
Schooners,		Musicians, 1st class,	12 00
Quarter Masters, Captains of Forecastle, Coxswains, Armorers, Ship's Stewards, Officer's Stewards, Surgeon's Stewards, Masters of the Band,	18 00	Musicians, 2d class,	10 00
		Boatswains, Gunners, Carpenters, and Sailmakers,	
		Of a Ship of the Line per annum,	$750
Quarter Gunners, Captains of Tops, Coopers, Sailmaker's Mates, Captains of the Hold, Officer's Cooks, and Ships		Of a Frigate,	600
		On other Duty,	500
		On leave,	360

NAVAL RENDEZVOUS, BUFFALO, APRIL, 1842.

STEPHEN CHAMPLIN,
Commanding U. S. Naval Rendezvous, Buffalo, N. Y.

Recruiting poster (top) was printed in 1842. Photo above shows test to distinguish seamen from landsmen.

cates that out of six first-cruise sailors, only one shipped over in 1968.* As a result, the ranks must be filled by recruits.

The third significant event in the history of naval recruiting occurred in the 1840s when, on 13 Aug 1842, Congress created the first five bureaus of the Navy. One of these, the Bureau of Construction, Equipment and Repair, jointly shared recruiting responsibilities with the Secretary of the Navy's office. In the decade before the Civil War a momentous step forward was taken when Congress authorized the continuous service system based on reenlistment. In thus making it possible for a seaman to extend his service through 20 or more consecutive years, the Navy for the first time created the same career opportunities for noncommissioned personnel that had previously been available only to officers.

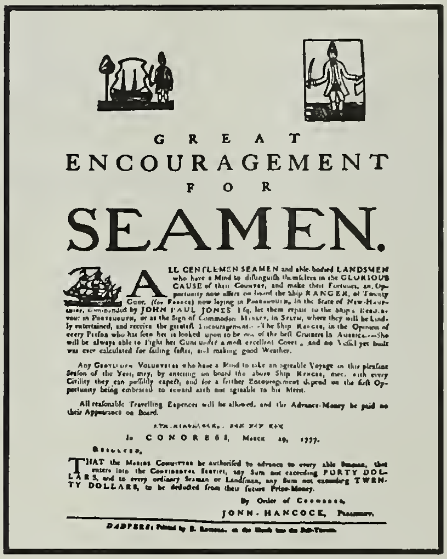
Three more bureaus were established in 1862, one of which was the Bureau of Equipment and Recruiting. For almost 27 years recruiting came under this bureau. On 25 Jun 1889—and in accordance with General Order No. 372 — recruiting responsibilities were taken over by the Bureau of Navigation, one of the three bureaus which had been created in 1862.

It remained under BuNav for 80 years, continuing to reflect the fat and lean years of the Navy, and in 1942, when BuNav's title was changed to BuPers, it remained with that bureau. Today recruiting, or procurement, is one of the major functions of the Bureau of Personnel. One of the first changes after this transfer was the changing of enlistment periods from three to four years. Seventy-five years later this is still the standard term of enlistment, although shortly after World War I a two- to three-year enlistment period was brought into use.

RECRUITING HAD not long been under BuNav before the Chief of the Bureau, Captain J. G. Walker, USN, noted on 7 Oct 1889, that there was a "strong need for an overhaul and reorganization of the enlisted recruiting, training and retirement situation." He recommended several changes. Among the more prominent were the following: (1) that an enlisted man be allowed to retire at half pay upon completion of 30 years' service; (2) that the enlistment of aliens be curtailed, with a view to its final discontinuance; (3) that something be done about the large numbers of trained men leaving the Navy at the end of the first enlistment; (4) that the total naval strength be raised to 9000 men; (5) that an apprentice be provided with a gratuitous uniform not to exceed $45 in value; and (6) that the pay spread between the nonrated and the rated enlisted men be widened and the pay spread between rated men and commissioned officers be lessened.

His report concluded with the statement that the cost of training recruits amounted to an alarming sum. Our system contrasted strongly with that of Great Britain where a man who joined as a teenager remained in service until he was 28 or 30 years of age. This

Broadside at left is the earliest America Navy recruiting poster known to exist. B low, a Civil War poster.



GREAT
ENCOURAGEMENT
FOR
SEAMEN.

ALL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a Mind to diſtinguiſh themſelves in the GLORIOUS CAUSE of their Country, and make their Fortunes, an Opportunity now offers on board the Ship RANGER, of Twenty Guns, (for France) now laying in PORTSMOUTH, in the State of New-Hampſhire, commanded by JOHN PAUL JONES Eſq; let them repair to the Ship's Rendezvous in PORTSMOUTH, or at the Sign of Commodore MANLEY, in SALEM, where they will be kindly entertained, and receive the greateſt Encouragement.—The Ship RANGER, in the Opinion of every Perſon who has ſeen her is looked upon to be one of the beſt Cruizers in AMERICA.—She will be always able to Fight her Guns under a moſt excellent Cover; and no Veſſel yet built was ever calculated for ſailing faſter, and making good Weather.

Any GENTLEMEN VOLUNTEERS who have a Mind to take an agreable Voyage in this pleaſant Seaſon of the Year, may, by entering on board the above Ship RANGER, meet with every Civility they can poſſibly expect, and for a further Encouragement depend on the firſt Opportunity being embraced to reward each one agreable to his Merit.

All reaſonable Travelling Expences will be allowed, and the Advance-Money be paid on their Appearance on Board.

[illegible]

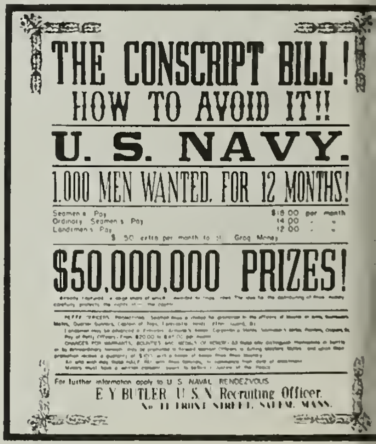
In CONGRESS, MARCH 29, 1777.

RESOLVED,

THAT the MARINE COMMITTEE be authoriſed to advance to every able Seaman, that enters into the CONTINENTAL SERVICE, any Sum not exceeding FORTY DOLLARS, and to every ordinary Seaman or Landſman, any Sum not exceeding TWENTY DOLLARS, to be deducted from their future Prize-Money.

By Order of CONGRESS,
JOHN-HANCOCK, PRESIDENT.

DANVERS: Printed by E. Russell, at the House late the Bell-Tavern.



THE CONSCRIPT BILL!
HOW TO AVOID IT!!
U. S. NAVY.
1,000 MEN WANTED, FOR 12 MONTHS!

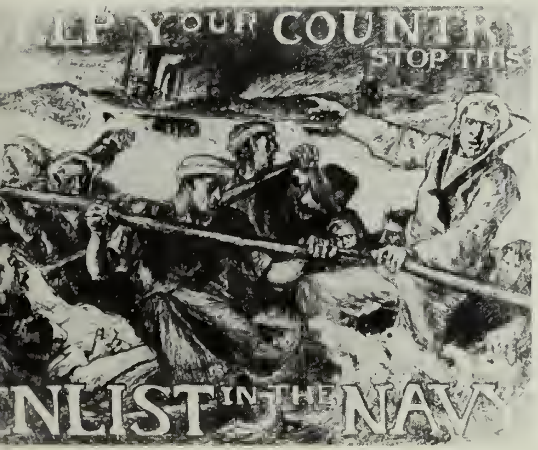
Seamen's Pay $18 00 per month
Ordinary Seamen's Pay 14 00 " "
Landsmen's Pay 12 00 " "
$ 50 extra per month to all, Grog Money.

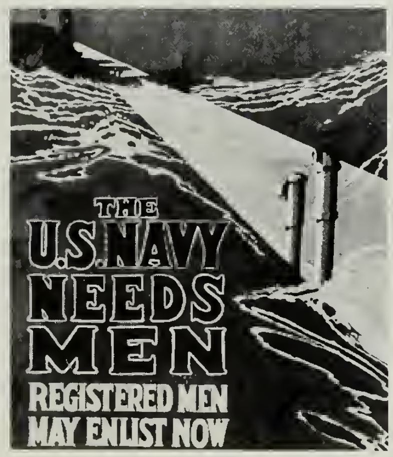
$50,000,000 PRIZES!

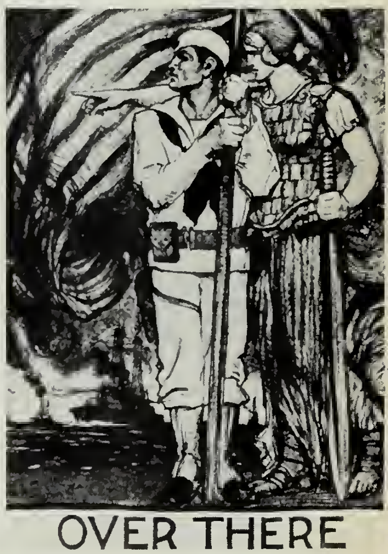
For further information apply to U. S. NAVAL RENDEZVOUS
E. Y. BUTLER, U. S. N. Recruiting Officer.
No. 11 FRONT STREET, SALEM, MASS.

long-term system completely revolutionized the character of British enlisted personnel. In brief, the U. S. Navy had a training system, but an untrained Navy. "The training should be for the good of the Navy; not for the good of the man," Captain Walker succinctly stated.

For 127 years there existed a recruiting term which passed away but 60* years ago. This was "rendezvous center." The term goes back to the early days of the Republic when naval officers made arrangements with proprietors of public houses or inns to rent or use them for a short period as headquarters for recruiting purposes.







Three posters above are from World War I and II eras.

A record of this practice is given by the 19 Mar 1798 edition of *Columbian Centinel*, a Boston newspaper. In part it read, ". . . a House of Rendezvous is opened at the sign of the 'Federal Eagle,' kept by Mrs. Broaders, in Fore-street, where One Hundred and Fifty able Seamen, and Ninety-Five ordinary Seamen, will have an opportunity of entering into the service of their country for One Year . . . These brave Lads, are now invited to repair to the Flagg of the Constitution now flying at the above rendezvous."

In 1903 this term was replaced by "recruiting station," its present designation. Through the years recruiting became more settled. Personnel on what would now be a tour of shore duty had begun operating out of offices in government buildings or commercial buildings. By 1903 there were seven permanent recruiting offices in major cities. These stations were located in the following cities: Boston, Buffalo, New York, Philadelphia, Baltimore, Chicago and San Francisco. Today every large city and community has a recruiting station.

A proposed naval apprentice system was approved by Congress in 1837. Behind this was the attempt to provide a continuing source of young, new crewmen for Navy ships. Canvassers began signing up boys between the ages of 16 and 18 to serve on certain men-of-war for "training as seaman" until they reached their 21st birthday.

This effort resulted in failure. The law provided for the recruitment of only a limited number of boys for each cruising ship. The number of recruits on any given ship was too small to insure results that would be felt throughout the Navy. In 1843, after a six-year trial, the recruitment of boys under this plan was dropped.

In 1855 Congress again authorized the recruitment of boys—this time between the ages of 14 and 18—and again under a Naval Apprentice System. At the end of the year, Secretary of the Navy J. C. Dobbin passed on to President Franklin Pierce comments from the officers in the Fleet about the progress of the system.

Commodore Hiram Paulding of the Home Squadron wrote: "In reply to your verbal inquiries in respect to the apprentice and other boys serving on board the flagship *Potomac*, it affords me more than ordinary satisfaction to bear testimony to their excellent conduct.

"I trust it may be but a beginning of a new order of things in the Navy and that the system will be extended until our ships-of-war are manned with a class of seamen that shall be conspicuous for their energy and cheerful subordination."

Lieutenant (commanding) W. D. Porter of the Mediterranean-based *Supply* reported, "The apprentice boys you allowed me are doing well. In one year they will make good ordinary seamen. At that time about one man in 12 of the crew of a seagoing Navy ship was an apprentice boy.

When in 1863 Congress passed the Army draft law, the Navy found itself with a touchy situation on its hands. Men already in the Navy were not exempt from Army service. Sailors serving in ships of the home squadrons, as well as in ships overseas, often learned that they had been drafted into the Army. For that reason, men preferred not to enlist in the Navy at the risk of later being drafted for Army service. Furthermore, the draft law offered substantial bounties to men volunteering for Army service, but no bounties were offered to Navy volunteers. As a result, many men left the Navy and enlisted in the Army.

Gideon Welles, Secretary of the Navy, wrote President Lincoln in 1863: "It certainly could not have been intended by Congress that persons in actual service afloat should be withdrawn from the Navy and be compelled under penalties of law to go into the Army." The following year Congress rectified the error. When the war ended more than 50,000 men were in Navy uniform.

In 1893 the commandant of the Newport, R. I., Naval Training Station requested BuNav that recruiters not be permitted to enlist 14-year-old youths. These lads were too immature both in mind and body for training, he said. He urged that "recruiters make a concentrated effort to enlist men of good character who were between the ages of 15 and 30."

Shortly before this, Captain F. M. Ramsey, Chief of BuNav, had complained—apparently to the recruiters in the field—that "Many boys are recruited into the Navy who soon tire of the novelty of the life—many others are urged to enlist by their parents who apparently want their sons educated and disciplined before putting them at other work."

ENLISTMENT REQUIREMENTS were not easy in those days. In 1894, out of 16,000 applicants, only 5000 were accepted. Life in the Navy must not have been easy, either, since about 50 of those accepted later purchased their discharges. The practice of "buying out of the Navy" was discontinued soon after World War I.

Rigid requirements continued. In 1895 only 6000 men out of 32,000 candidates for enlistment were shipped in. Physical disqualifications took the greatest toll. Reports indicate that recruiting was especially good in the South, Midwest, and the West.

Unhappy news continued to come in from Newport. Commander John M. McGowan, USN, Commandant of the Training Station there, said in 1898 that the great number of apprentices recruited and sent there were entirely unacquainted with methods of taking care of their persons or clothing and that "sanitation is to them a problem far in advance of anything they ever thought of."

A new recruiting idea was temporarily adopted in 1899. Men of foreign birth and foreign service—men who were ignorant of man-of-war discipline and the use of shipboard arms—were forming a substantial part of the Navy's enlisted strength. To offset this a number of youthful American citizens were enlisted and put directly aboard cruiser training ships as "landsmen." This plan, in which men learned as they earned, worked out satisfactorily and was continued until World War I.

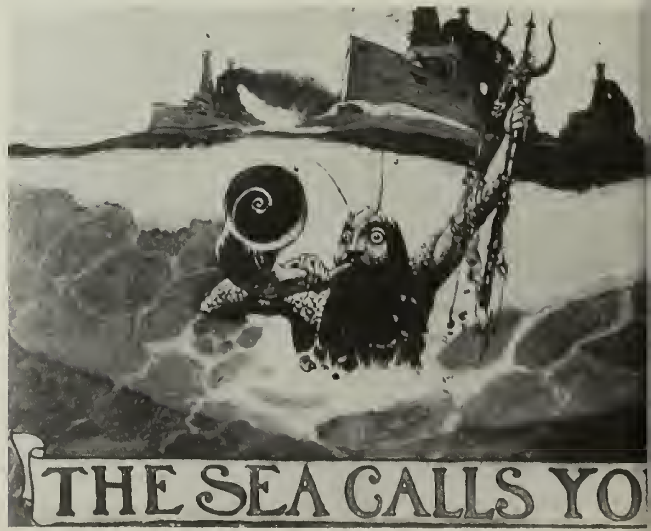
IN THE EARLY 1890s more than half of the enlisted strength was foreign-born. Some of those, of course, had grown up in America; but most were not only foreign in birth but also foreign in varying degrees in their personal manners and customs. Their records in many ways were not exemplary. According to one early report, for example, "A number of aliens had been enlisting in the Navy just to obtain passage from one part of the world to the other."

In 1872 Commodore Stephen B. Luce, "father of our naval training system," wrote Secretary of the Navy G. M. Robeson, "Our ships go to sea manned by heterogeneous crews representing nearly every country on the face of the globe; men, many of them utterly destitute of any feeling or attachment for or interest in the Navy." The commodore went on to draw a word picture of the unhappy results of permitting "sailors of many foreign tongues" to join the U. S. Navy. He accompanied it with a table showing that 35 countries were represented on five U. S. Navy ships in the Mediterranean and that only 46.6 per cent of the crewmen were Americans.

The situation was slow to improve. In the early 1890s there was a U. S. Navy gunboat in Chinese waters with but one American in a crew of 135. It was on this gunboat that the well known word was passed by a visiting officer, "If there is anyone in the gangway who can speak English, lay aft."

ONE SHIP IN THE MEDITERRANEAN had this sign posted in a conspicuous place: "Ici on parle anglais" ("English spoken here."—Ed.) About her decks might be heard French, German, Spanish, Italian, Gaelic, and occasionally Chinese.

Small wonder it was that responsible naval officers were concerned. The situation continued to be a sore point for several years. A few years after the turn of



World War I recruiting poster.

the century, however, laws went into effect curtailing the recruitment of foreigners. Prior to 1907 an alien could enlist in the Navy—all other conditions having been met—merely by declaring his intention to become a citizen of the United States. Beginning with that year only full-fledged citizens were permitted to enlist. Those already in the Navy had to take out full citizenship papers before being allowed to reenlist.

MEN SHIPPED IN THE NAVY as coal-passers were also the cause of an unproportionate amount of trouble in the old days. An analysis of desertions in the Navy showed that 35 per cent were made by coal-passers. These men were "usually from an undesirable element, predisposed to disaffection, and with no knowledge of the requirements of the service, or of discipline, the latter brought about mainly because they were permitted to enlist, bypass training stations and go directly aboard ship." In fairness to these men, though, it must be remembered that they were shipped in under one title—*coal-passer*, and for one type of work—passing coal and feeding fires.

Recruiting in 1906 was hampered by a shortage of officers on full-time recruiting duty. In addition, the enlisted pay situation at that time was rather meager when compared to civilian scales.

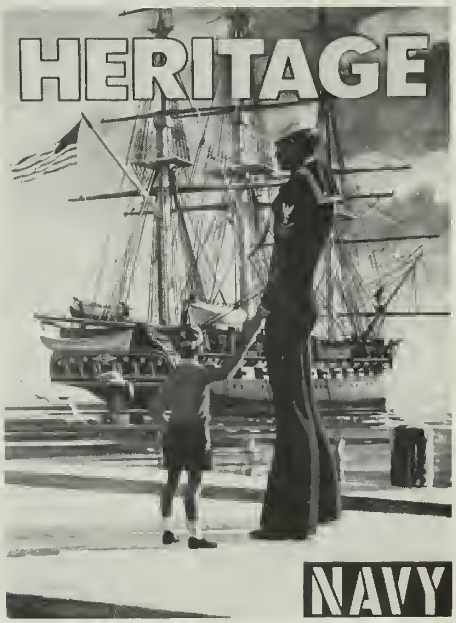
This is highlighted by five commercial advertisements which appeared in a prominent newspaper of Chicago on the same page as the local naval recruiter's advertisement.

The five advertisements told of various railroad companies with lines either entering or passing near that city. They offered high inducements in positions of brakeman or conductor. Wages offered started at $65 a month and ranged up to $200 a month. The recruiting advertisement offered a miserable $15 to $17 a month to future sailormen.

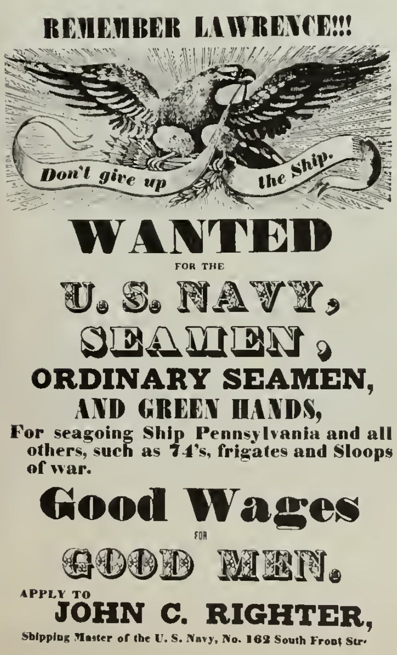
IN 1910 STEPS WERE TAKEN to improve the efficiency of the recruiting service and to establish a uniform operating system for all recruiting stations. A more careful selectivity of enlisted recruiters was started, with special attention being given to habit and bearing. Those whose behavior warranted it were given a two-year tour of such duty. Five years later reports were coming in to BuNav from various stations that parental objection to the enlistment of sons was steadily decreasing.

In fact, parents often brought their sons directly to the recruiting stations and encouraged them to join up.

"All enlistments are voluntary and all enlistments are for four years." The Navy was able to, and did, make that boast in 1917. However, with a war to contend with the picture changed the next year. Under



Recent poster, above, uses oldest commissioned ship, USS Constitution as backdrop. Below, Recruiting broadside dated 2 Nov 1863.



REMEMBER LAWRENCE!!!

Don't give up the Ship.

WANTED

FOR THE

U. S. NAVY,

SEAMEN,

ORDINARY SEAMEN,

AND GREEN HANDS,

For seagoing Ship Pennsylvania and all others, such as 74's, frigates and Sloops of war.

Good Wages

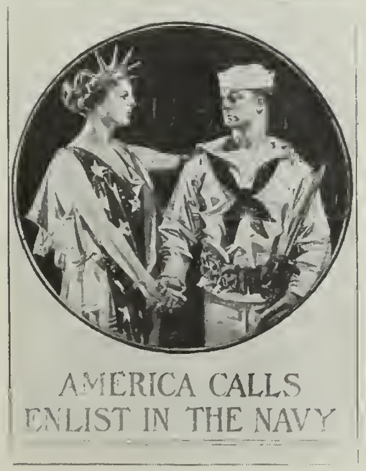
FOR

GOOD MEN.

APPLY TO

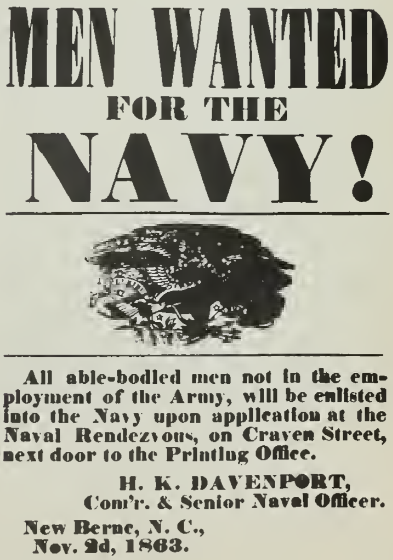
JOHN C. RIGHTER,

Shipping Master of the U. S. Navy, No. 162 South Front Str



World War I poster.

Early broadside, far left, utilizes famous quotation.



MEN WANTED

FOR THE

NAVY!

All able-bodied men not in the employment of the Army, will be enlisted into the Navy upon application at the Naval Rendezvous, on Craven Street, next door to the Printing Office.

H. K. DAVENPORT,
Com'r. & Senior Naval Officer.

New Berne, N. C.,
Nov. 2d, 1863.

the provisions of the Congressional Man Power Act of 31 Aug 1918, the Navy had to accept draftees—and it did so from 1 Oct 1918, to 2 Dec 1918, operating under the title of Navy Mobilization Service. Some 240 substations closed down because of this move. After two months of this method the Navy went back to volunteer recruiting and the substations reopened. By the end of World War I more than 507,000 men had entered the Navy.

IN THE YEARS IMMEDIATELY AFTER World War I, recruiters again found it impossible to fill quotas. Trained men were leaving the Navy by the thousands. Fighting back, the Bureau brought into use a short-term enlistment period of two to three years. Posters on display at post offices and city halls across the country began showing the itinerary of ships. Potential enlistees and reenlistees then had the opportunity to study these schedules and ports and ask for assignment aboard those ships whose travels were to their liking.

On 10 Oct 1919, a practice of many years' standing went by the board. Henceforth first enlistments could only be made at recruiting stations. Up to this time a man could also apply at a naval training station or a ship carrying a medical officer.

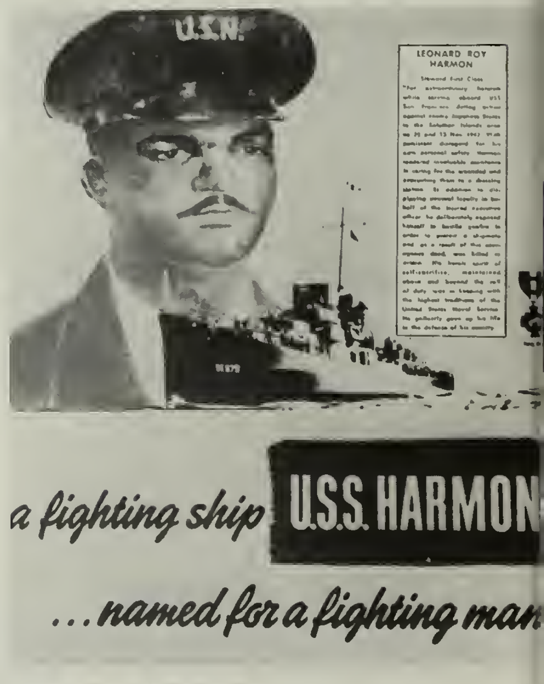
In the summer of 1921 enlistments were averaging 1500 a week; by the end of the year, nearly 4000 a week. Over 29,000 were shipped in the Navy between 14 October and 16 December. Undesirables totaling 2660 were prevented from reentering the service, even though they used assumed names. Thanks to the Navy's new Identification Section they were stopped not long after their fingerprints had been taken.

The Navy was up to strength in 1922, and for five months no first enlistments were made. The current Naval Appropriations Bill had provided money to take care of the wages of about 100,000 men, but there were 112,000 men to be paid. Consequently, men were being discharged three months early. Physical standards were raised the same year to prevent the young men who were not up to par physically from joining the Navy. Two years before, when quotas were not being filled, physical requirements had been considerably lowered. As a result, naval hospitals were overcrowded with physically handicapped patients at a time when there was a critical shortage of trained pharmacist's mates.

THE YEAR 1926 MARKED THE ASSIGNMENT of a number of active duty Fleet Reservists to recruiting duty—a procedure carried on until 1940—and the establishment of the Office of Recruiting Inspector. The following year all new recruiters were required to take one-month courses of instruction at Recruiters Schools located at Norfolk and San Diego. These schools had been set up in 1924 and are still going strong, turning out more than 140 new enlisted recruiters every seven weeks at the present time. (The Norfolk school is now located in Bainbridge, Md. The total output for both schools today averages about 140. The title of Recruiting Inspector has since been changed to Director, Recruiting Area.—Ed.) Later, reports began to show that the school training resulted in the improvement of the recruiters' ability to carry out a more effective program. Character references and employers' references were now required of each applicant.

By 1929 the mental caliber of recruits reached its highest level up to that time. The average recruit had nine years and four months of schooling to his credit. Quotas were beginning to tighten up, however, and the bleak period of the early and mid-30s was approaching.

Some 114,000 men applied for first enlistment in 1930, indicating that the Depression was at hand. Only 8883 were accepted. The next year 131,857 applied and 7061 were shipped in. The percentage of successful applicants during this time was, in the long view, remarkably low.

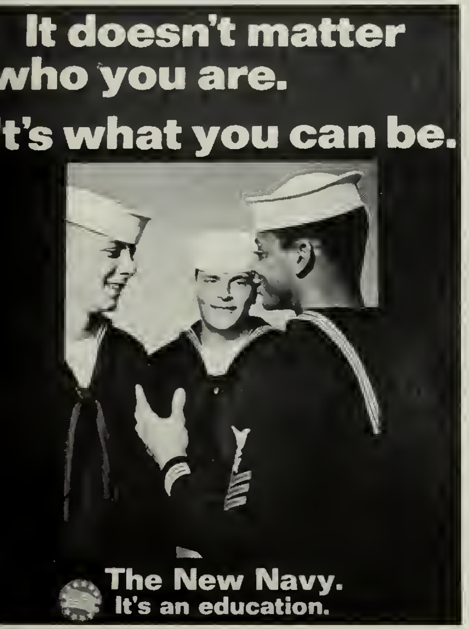


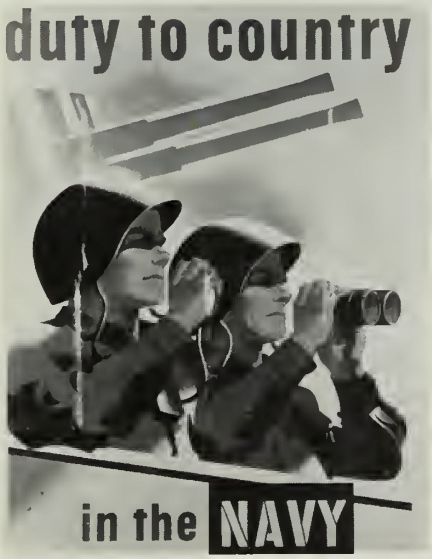
World War II recruiting poster shows Navy Cross winner after whom ship was named.

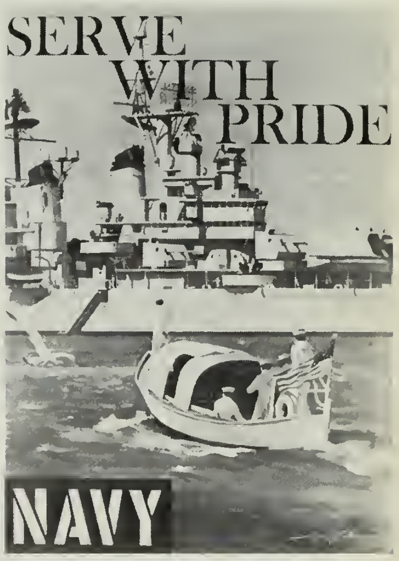
Many persons still in the Navy recall the temporary 15 per cent pay cut they received in 1933. In spite of it, the Navy attained an all-high record of 93 per cent of its reenlistments. Nearly 126,000 men applied for enlistment at the various recruiting stations throughout the United States. However, a still lower number, a mere 4572, were accepted. In May 1933, the recruitment of all first enlistments was stopped. The training stations at Great Lakes and Newport were closed down. Only the training station at Norfolk remained open, and it was on a part-time basis. With but one candidate out of 30 being accepted, the year 1933 was the leanest in a series of memorably lean years.

THEN, IN AUGUST 1934, the recruiting of men was resumed when recruiters west of the Mississippi began shipping in men. These men were sent to the San Diego training station. In October the training station at Norfolk was reopened and the enlistment of men east of the Mississippi was resumed on a restricted scale. The two training stations at Newport and Great Lakes remained closed. Recruiting was speeded up in the fall when the Bureau of the Budget indicated its willingness to recommend funds for an increase in personnel strength. Substations gradually reopened and more men were assigned to recruiting duty. All recruiting stations were in rent-free quarters. By the end of the year, 11,575 men had been enlisted. The picture was slowly beginning to brighten for the average young man of two decades ago who wished to have a fling at life in the U. S. Navy.

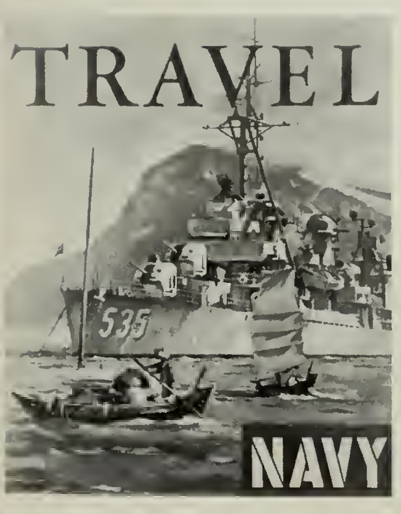
Conditions continued to improve through the next year. For the second year in a row there had not been a single under-age discharge. This pointed out the thorough investigations made by recruiters. Main stations were reopened at Philadelphia, Chicago, San


It doesn't matter
who you are.
t's what you can be.
The New Navy.
It's an education.

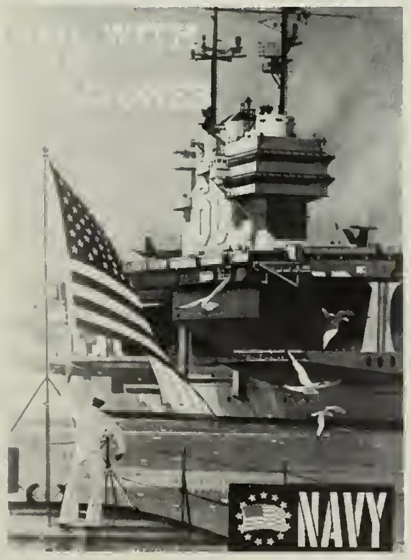




The two recruiting posters below are recent releases by the Navy's Recruiting Aids Division. Above, two posters used by the Navy several years ago.



Recent recruiting poster shown at top. Above, one of slightly older vintage.



If you're going to be something,

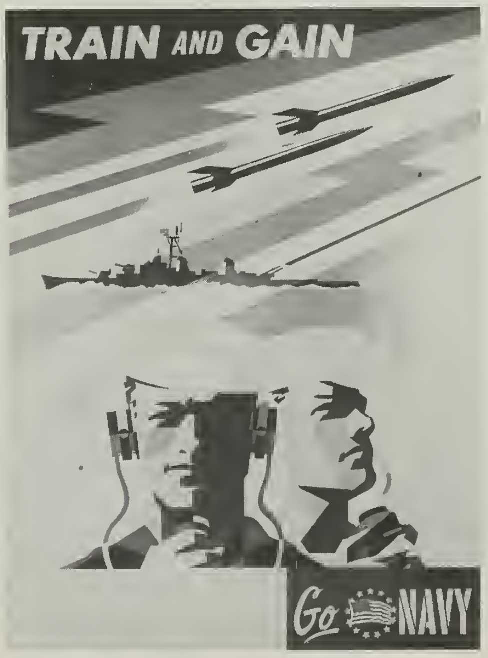
why not be something special?

THE NAVY

Francisco, and Seattle. In anticipation of the resuming of recruit training at Great Lakes and Newport, crews were ordered to the two stations. Over 200,000 men applied for enlistment; nearly 11,000 were accepted.

Reenlistments in 1936 continued to remain high. Recruiters, working out of 35 main stations and 220 substations, looked over 181,489 applicants and approved 18,039 for enlistment. The two training stations at Great Lakes and Newport still remained closed. However, Norfolk and San Diego training stations were operating at a normal capacity. In 1937 just enough men were admitted into the Navy to fill the ranks of those few men who did not reenlist. Approximately 131,000 for enlistment, with 15,484 being accepted. Reenlistments averaged 84 per cent. By now the other two training stations were open for business —thus four training stations were carrying on their mission of bridging the gap from civilian to naval life for youthful enlistees. The next year (1938) found another rush for enlistments when 170,000 civilians desired to see the world as members of the U. S. Navy. About 10 per cent of them were finally permitted to don the bluejacket's uniform. Recruiters were able to use a stringent, high selectivity scale, and the recognized excellence of the enlisted force in the years immediately preceding World War II was attributed to the care they had been exercising. At that time there were 81 officers and 403 enlisted men on recruiting duty.

With world war II approaching in 1940, the Recruiting Service began to settle down to big business. About 39,000 men were shipped that year, the largest number since the first World War. Most of the regular Navy recruiters had their tours cut short and went to ships and overseas bases. Many of the Fleet Reservists being recalled to active duty at that time were assigned to recruiting duty, to replace the younger, Regular Navy recruiters who were urgently needed on ships.



More recent poster indicating technological advance.

Soon after the recruiting force began to be augmented by newly enlisted Naval Reservists. Most of these men were specialists from civilian public relations agencies and advertising concerns. The recruiting service gradually built up strength, and by 30 Jun 1944, more than 5000 men were serving in recruiting billets. About 90 per cent of these were Naval Reservists. That they kept themselves on the go is testified to by the fact that from 7 Dec 1941, to V-J Day, 1 Sep 1945, 3,189,186 enlisted men* and 86,000 enlisted Waves had entered the Navy via recruiting stations.

The recruiting station today is a well-known American institution. For many people it is the only part of the Navy they ever see. Because of its role in representing the Navy to so large a section of the public, the Recruiting Service personnel are carefully chosen. "Mr. Navy" is the title often given by local businessmen to a popular recruiting petty officer serving a community. Few types of shore duty are held in higher regard than a tour of recruiting duty. Applications are many; consequently, the Recruiting Service is able to exercise a high degree of selectivity.

At the present writing about 274 officers*, 2804 enlisted men* and some 193 civilians* have full-time recruiting duties. There are 37 main stations*, and 836 branches*. In the days of the sailing ship Navy recruiters had but one job—recruitment of sailors. Future sailors today still account for the largest numbers of personnel shipped in; however, there are various other categories of personnel with whose procurement or recruitment recruiters are actively concerned. Prominent among these are: Aviation Officer Candidates, Reserve Officer Candidates, other officer programs (including dentists and doctors), Enlisted Waves, Wave Officers, Navy Nurses, Medical Service Corps Specialists, and Naval Reservists.*

Many years have passed since the time when a Revolutionary War sailorman had only to report on board the ship in which he was to serve in order to join the Navy. Such early methods present an interesting contrast with our modern, efficient system in which specially trained recruiters, using the latest personnel handling procedures, process the inquisitive and eager young civilian into the U. S. Navy and start him on the road to his naval career.

* The figures marked with asterisks originally used by the author have been brought up to date. The revised data have been supplied by the Recruiting Division, BuPers.

HE DRIVES A DDS, MARK 1

UNDERWATER SALVAGE and rescue work has always been hampered by the difficulty of applying efficient manpower deep in the ocean. In an effort to improve this situation to facilitate conduct of future salvage and recovery operations, the U. S. Navy Supervisor of Salvage conceived and designed the Mark I Deep Dive System (DDS MKI).

This system has a number of advantages former equipment lacked. For example, DDS MKI is transportable in two C-141s and, therefore, can be deployed over a greater area than its predecessors.

Mark I system also permits divers to be brought to the surface under pressure and transferred for decompression to deck chambers where they can be observed by medical personnel.

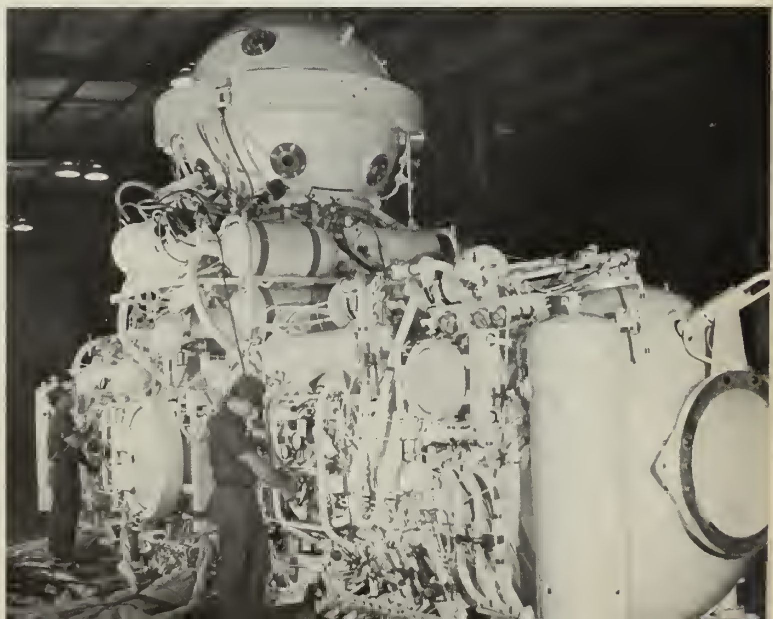
The system makes salvage work at 850 feet possible for four men functioning as two-man diving teams who work alternately for periods as long as four hours.

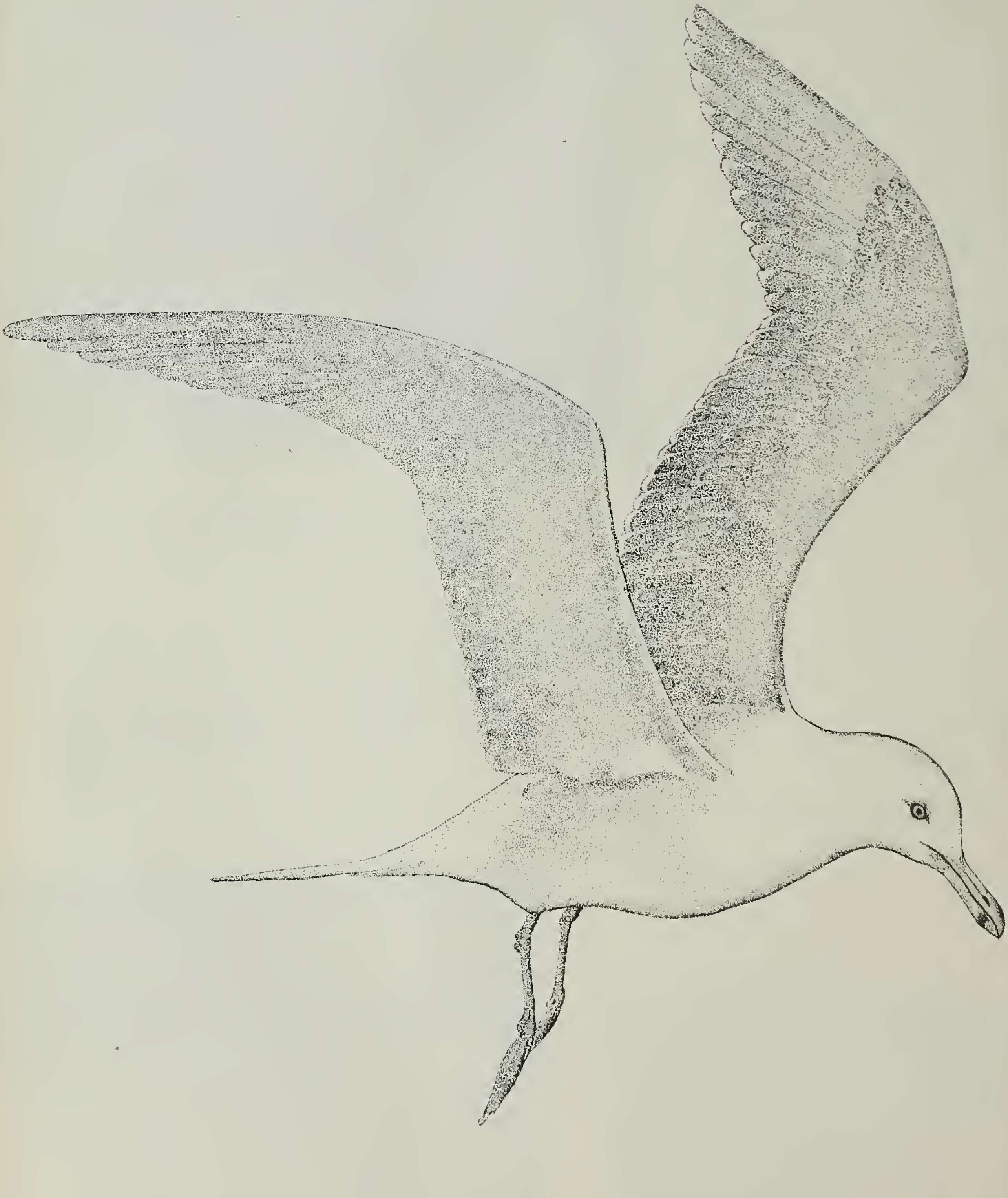
This diving sequence can be repeated for up to 14 days plus the time needed for decompression from a saturated dive, which brings the total mission time up to 29 days.

In addition to the four divers, the Mark I system has a crew of 17 men who operate a main control console (which monitors all components), a life support system (which provides breathing gas, controls temperature and humidity, provides water and disposes of waste), the deck decompression complex (two decompression chambers, an entrance lock, a personnel transfer capsule) and a handling system (which includes a winch and a strength-power-communication cable).

Under direction of the U. S. Navy Experimental Diving Unit, the new salvage system is scheduled for a rigorous series of evaluation tests at Port Hueneme.

ABOVE: Navy diver suits up before leaving personnel transfer capsule. **RIGHT:** Divers adjust controls of deck decompression chambers which serve as living quarters. **BELOW:** From main control console all power communications, and environmental conditions are monitored.





THERE'S MORE OUT THERE THAN WATER

A NOVICE SEAMAN looking out over the ship's rail may very well feel lonely and insignificant. It's understandable. To his uneducated eye there's nothing out there but a lot of bumpy water.

But as every real salt knows, there's a lot more to the ocean than just water. There are nymphs and naiads riding sea horses on the crest of waves; if he listens long enough he can hear sirens singing their seductive songs while Neptune blows up a storm on his conch.

A man has to be at sea for a considerable time before he becomes aware of these—and other—fascinating creatures. The realization that they really do exist, despite scholarly research to the contrary, usually comes upon him by degrees.

The few words which follow might be considered merely as a guide to the more prevalent friendly inhabitants of the sea you might notice while standing watch, or just looking. Only many years after you have served your apprenticeship may you hope to see those tenuous creatures mentioned above.

Nevertheless, there are multitudes of creatures in the sea or on its borders. Some are more attractive than others.

If a new man is lucky, his introduction to sea life might be the sight of a school of porpoises easily keeping pace with his ship.

Despite their aquatic habits, they are not fish. They are air-breathing mammals. In fact, a porpoise isn't really a porpoise—it's a small, round-muzzled, toothed whale.

Just to confuse the record more thoroughly, the animal known as a porpoise by most North Americans is also called a bottle-nosed dolphin (For a more detailed report on the porpoise, see ALL HANDS, February 1968, page 8.)

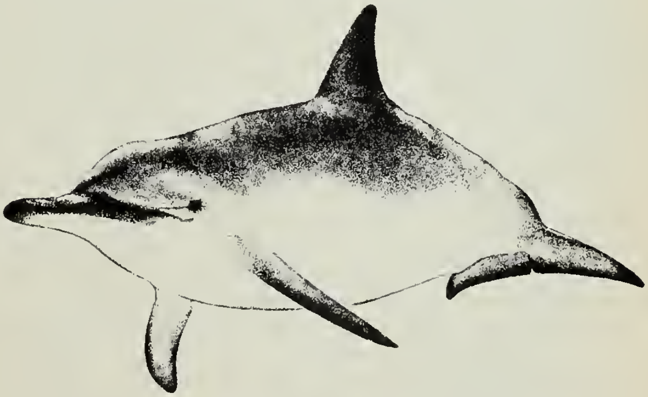
Confusion notwithstanding, porpoises have attracted the interest of Navy scientists who would like to know how these aquabats can so easily keep abreast of our fastest ships and also what, if anything, they are saying to each other.

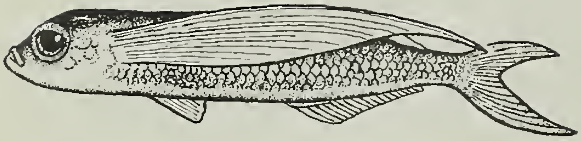
POSSIBLY most people, seagoing or otherwise, do not readily consider a porpoise (or dolphin) as a whale. The term "whale" is usually reserved for their larger relatives which sometimes reach a length of 100 feet and a weight of 150 or more tons.

Both porpoises and whales are warm-blooded, lung-breathing mammals. The whale has been the subject of numerous legends, some of which have cast them in the role of islands upon which sailors mistakenly land, or as swallowers of ships.

For centuries, whales have been. a veritable lode of raw materials from which man has reaped a rich harvest. Whaling today isn't what it used to be, however. Because of their value, whales have been hunted from ocean to ocean until today, many species are facing possible extinction.

IF YOU ARE in the right latitudes, you're much more likely to see a flying fish than a whale, even though they are considerably smaller. If, from the deck or bridge of a destroyer, you should happen to notice what appear to be small birds skimming the





surface of the water and then abruptly disappearing, you are watching flying fish.

It's quite possible that they were being pursued by another, larger fish. When a flying fish reaches the surface of the water, it simply spreads its fins and takes to the air at a speed of about 10 miles per hour.

They don't really fly, of course, but they are exceedingly good at gliding; sometimes making as much as 200 yards in a single swoop. When they make compound glides, they can travel as much as a quarter of a mile in this fashion.

That's fairly difficult for a predator to match in the water, especially when it doesn't have the remotest idea where its prey is about to land. Unfortunately, the end of the glide path is sometimes on the deck of a ship which, to batter a tired metaphor even further, might be said to hop from the water to the frying pan.

Of course, all sailors like to stand on the fantail and watch the gulls go by. (You have probably heard these feathered creatures referred to as "sea gulls," but we have been informed by a prominent ornithologist that the proper mode of address is just "gulls.") Gulls have for centuries been following ships waiting for a free meal, but not all gulls limit themselves to salt water.

In addition to depending upon the sea for a livelihood, at times gulls range inland to feed in freshly plowed fields and other likely spots. Some time ago, settlers in Salt Lake City, for example, had reason to be grateful to gulls which flew in and reaped a harvest of succulent grasshoppers which threatened to consume the pioneers' crops. In gratitude, the people of Salt Lake City erected a monument to their seafaring visitors.

Such exceptions notwithstanding, most of the 40 or more species of gulls do frequent the waterfront. To make a general statement regarding their appearance would be an exercise in futility, although it can be said that they don't always come in white with black trimmings.

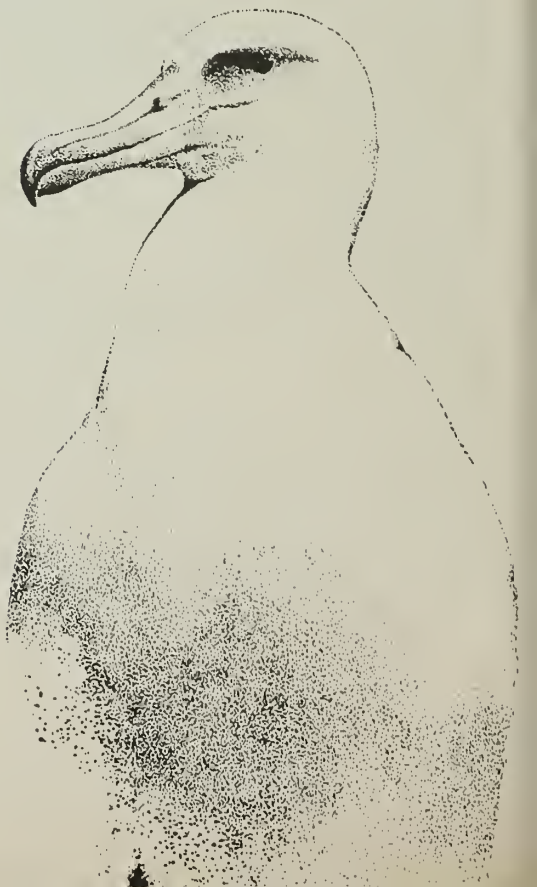
Possibly the most attractive is the pinkish-white Ross's gull which ranges over the Arctic Circle and Siberia. Most of the gulls seen along the coasts of North America are, of course, mostly white and, as such birds go, relatively small.

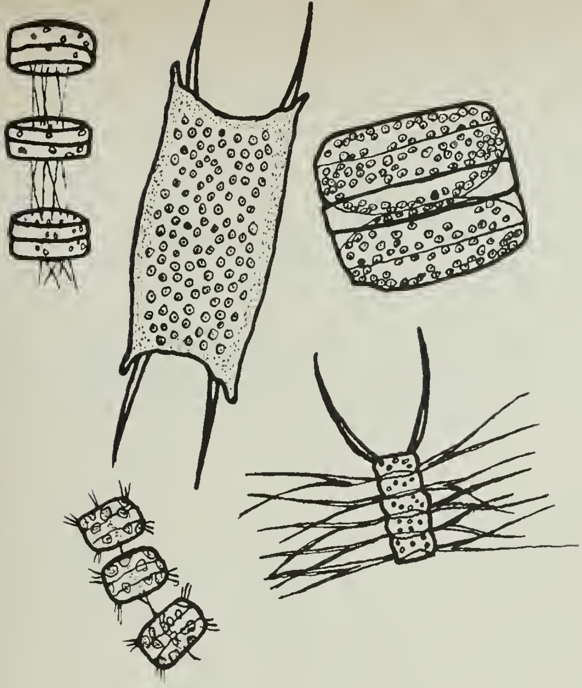
Another type of sea life which Navymen are likely to see—especially those stationed or passing through Midway—is the albatross, less affectionately known on Midway as the gooney bird.

The sky is its proper environment. When airborne, it is the epitome of grace as it soars for hours and days on end without effort as it takes advantage of the slightest air currents. The stronger the winds, the better the albatross likes it.

It's sadly different however, when it does come down to earth. Its landing speed is much too great for its undercarriage. Which means that its tail assembly more often than not overtakes its nose cone. Every landing and takeoff is a disaster. When it tries to taxi, it waddles. No dignity; no grace. On land, the albatross is truly a gooney bird.

When the Navy built runways for its planes on Midway, the gooney birds appreciated the effort





very much. Normally hazardous landings became somewhat safer. Not so much grass to trip over. The runways became highly popular.

This created a certain conflict between the birds and the planes. A direct confrontation usually resulted in a tie score: one gooney bird; one plane. But there were many, many more birds than planes. The Navy was on the losing end of this battle.

The Navy tried transporting large numbers of the birds to other islands in the Pacific where their presence wouldn't be quite as disastrous to its planes.

The idea didn't work. Guided by their remarkable homing instinct, the birds promptly returned to Midway to resume housekeeping. They're still there. Somewhat resigned to the situation, so is the Navy.

ON THE OTHER HAND, penguins don't fly at all. Their wings lack quills and can't be flexed. Not much more graceful than the gooney bird on land, they are magnificent swimmers.

Although by this time almost the trademark of the Antarctic, their rookeries may be found as far north as the Gallapagos Islands. The cold Humboldt Current which flows along the west coast of South America provides ideal living conditions. Why the penguins have chosen to raise their families in the most inhospitable areas in the world at the worst possible time of the year has been the basis of much speculation.

Possibly it's because of the plankton, most of which thrives in cold water. Plankton, or krill, is the name applied to exceedingly small marine animal and plant life which drifts with the ocean currents. Most plankton is microscopic in size, although the term does include larger life forms such as jellyfish and sargassum weed.

In one form or another it is eaten by almost everything that lives in the sea and is so plentiful that it sometimes colors the water. It may be harvested for human consumption some day. Those who have tried it swear that it really isn't too bad-tasting.

As any old salt knows, and as even a seaman apprentice should know, there are volumes of other life forms in and around the sea. There are so many that it would be futile to describe or even mention them.

This is just by way of reminder that there really is more out there than only water.

WILDLIFE UNDER the HIGH SEAS

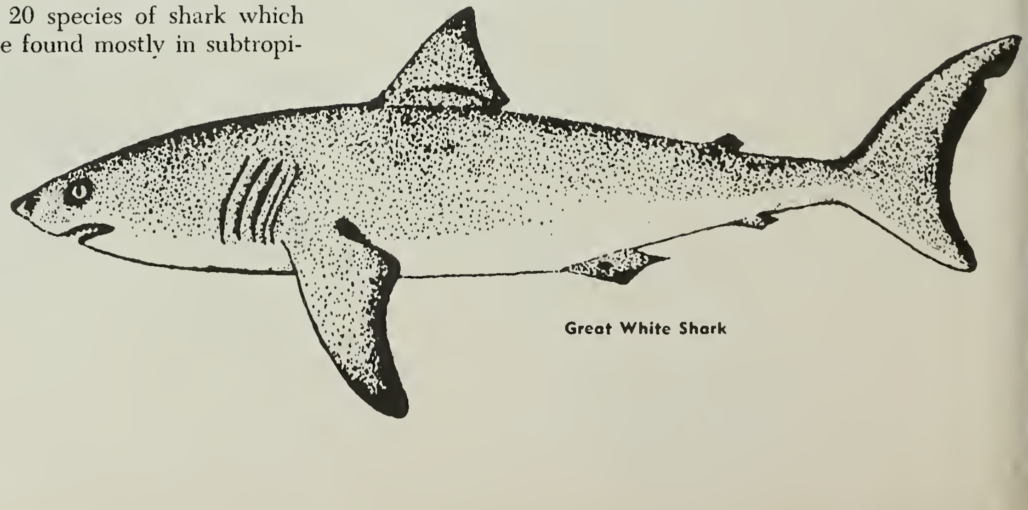
SINCE THE EARLIEST times, seafaring men have taken a great interest in the inhabitants of the deep. On the preceding pages you have seen the family of friendly sea animals and sea life that perform a beneficial role to man. Now we turn to the wildlife of the high seas, the denizens of the deep which it is well to recognize and to avoid. Here are drawings of some of the more dangerous sea animals together with information on their habits, how to identify them, and tips on how to treat injuries which they might inflict. The information was compiled with the aid of the Maritime Safety Division of the U. S. Naval Oceanographic Office.

Sharks: There are about 20 species of shark which will attack a man. They are found mostly in subtropical waters, although they also travel elsewhere in search of food.

The most dangerous shark-infested waters are around Australia, South Africa and the Pacific coast of Panama. Most attacks occur in water where the temperature is greater than 70 degrees and most recorded attacks occurred between three and four in the afternoon.

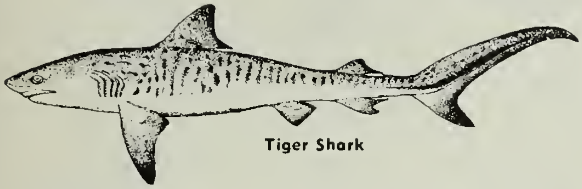
Of the 20 species which are willing to attack a swimmer, here are the most dangerous:

- *White Shark:* A savage, aggressive fish and a fast swimmer which has been known to attack boats.

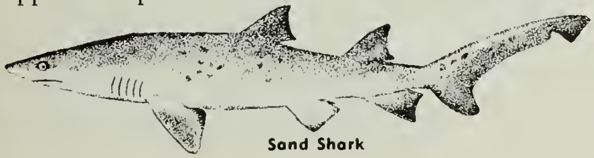


Great White Shark

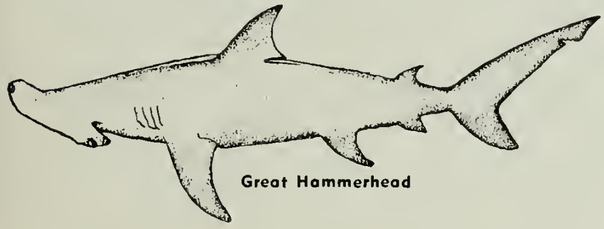
- *Tiger Shark:* A sluggish creature except when it pursues food. It is normally a scavenger—however, it will attack humans.


Tiger Shark

- *Sand Shark*: A shore-hugging species which lives in East Indian waters on or close to the bottom. It may reach a total length of 10 feet and has a voracious appetite despite its slowness.


Sand Shark

- *Hammerhead Shark:* A powerful swimmer which may frequently be seen at the surface, inshore or far out to sea. It is readily distinguished by the widely expanded head with eyes at the outer edge. It grows 15 feet in length or more and closely related species are found throughout tropical, warm temperate zones of all oceans and the Mediterranean.


Great Hammerhead

SINCE SHARK BITES are almost always severe, and frequently fatal, the best precaution would be to stay clear of areas where they congregate. Fortunately, shark attacks are relatively rare—so much so that each known incident makes news. Compared to the automobile, for example, the shark is responsible for an infinitesimal number of accidents. Two points to remember: the shark is unpredictable and the swimmer who finds himself in waters where there may be sharks should remember to keep his cool.

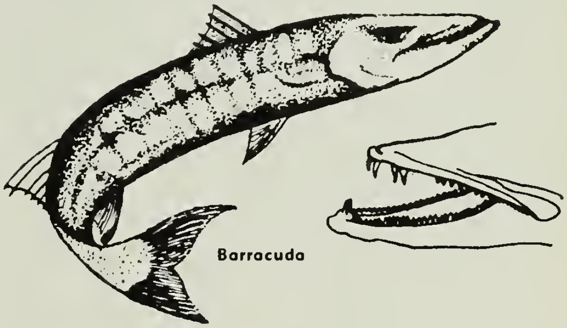
Just remember that the nation's highways account for a far greater number of accidents to man in a single day than all the sharks in the world during a period of many, many decades.

To avoid sharks, don't dangle arms or legs in the water when you're in a boat. Injured swimmers should be removed from the water as soon as possible. If it is necessary to remain in the water, dark clothing is the safest. All movement should be slow and purposeful. If sharks approach, remain quiet, for curious sharks have been known to leave. Others have been thrust away by striking them on the snout, eyes or gills with a large stick. An attempt to injure a shark, however, may only aggravate a bad situation. Also, severe skin abrasions may be suffered simply from brushing against a shark's skin.

First aid requires prompt action to control bleeding and shock. The patient must be kept warm and large gauze pressure bandages held in place with elastic should be applied to the wound to control bleeding.

Barracuda: Are pugnacious, dangerous and fast-swimming fish which may grow from six to eight feet long. They have a large mouth equipped with knife-like canine teeth and strike ferociously.

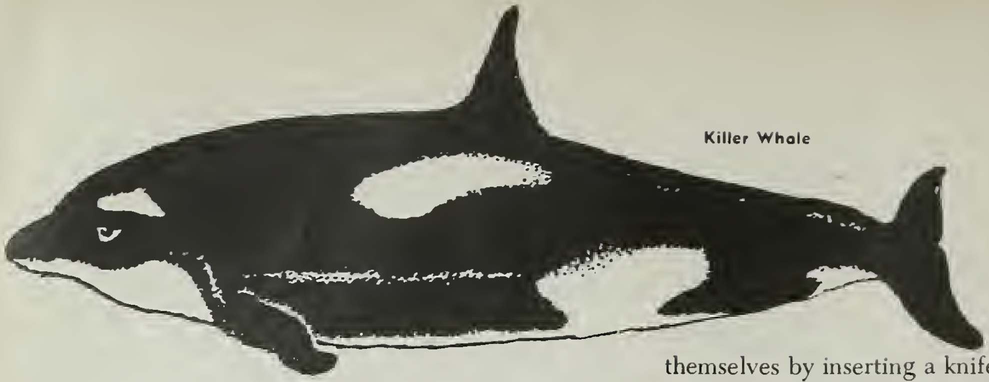
The great barracuda is found off Brazil, in the West Indies and northward up to Florida. It is also known in the Indo-Pacific area from the Red Sea to the Hawaiian Islands. Other species are distributed throughout the tropical and subtropical waters of the world.


Barracuda

Barracudas are attracted by almost any bright or colored object in the water and may attack indiscriminately, especially in murky water.

Barracuda bites should be treated in the same way as shark bites. Attacks may be prevented by avoiding wearing shiny objects such as belt buckles in the water.

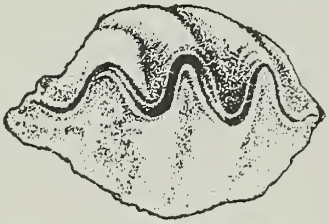
Killer Whale or Grampus: Measures from 15 to 30 feet in length and usually hunts in packs. This animal has intelligence equal to that of a domesticated dog and is found in all oceans and seas from the Barents Sea to beyond the Arctic Circle. The only defense is a hasty



Killer Whale

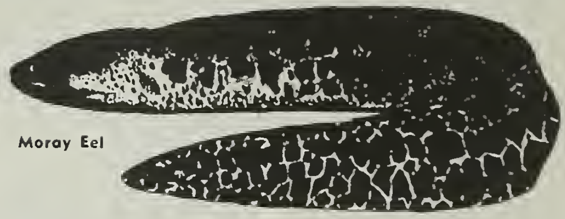
retreat. Divers should leave the water whenever killer whales are observed.

Tridacna Clams: These giant clams measure up to four feet in length and weigh several hundred pounds. If prodded while open, they will close with a vise-like grip. Divers caught in the clam's grip can release themselves by inserting a knife between the valves and severing the two large transverse adductor muscles which hold the two halves together.



Tridacna Clam

Moray Eels: Have powerful, muscular bodies which frequently are 10 feet long. Their narrow jaws have knife-like canine teeth which will hold until the eel is dead.



Moray Eel

Morays are slippery and difficult to handle. They

FIRST AID POINTERS

The places and conditions under which a sea creature may inflict a wound or sting are numerous but one circumstance remains constant: The victim will suffer considerable discomfort and may even be in danger of death. He will, therefore, need prompt medical help.

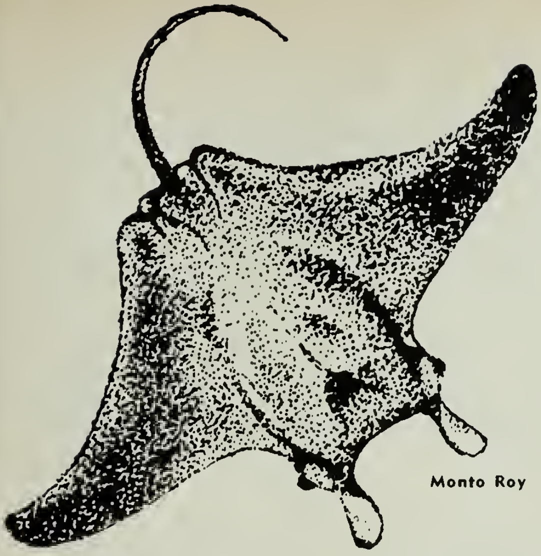
Here are several first-aid measures any layman can take in the absence of a physician. They will make the victim more comfortable and reduce the hazard to his life:

- Safeguard against shock by slightly elevating the victim's feet and keeping him warm.
- Administer artificial respiration, if necessary.
- Wash out the wound with cold salt water. Seawater may be used.
- If an open wound has been inflicted, clean it thoroughly. Use adhesive tape or a rough towel, if necessary, to remove tentacles, spines or stingers which may be imbedded in the wound.
- If the wound was inflicted by a venomous fish or sea snake, loosely apply a tourniquet above the wound to retard the flow of blood from the heart. The tourniquet should be released every 15 minutes to restore the full flow of blood and should never be so tight that circulation is completely cut off from the affected part.
- Epsom salts in hot water, applied externally, will relieve most venomous stings but more radical treatment may be necessary if the victim is bitten by a sea snake or wounded by a particularly venomous fish.

In such cases, make a cut across the fang or sting marks and draw out the venom with a suction device. If one is not available, use your mouth and immediately spit out any liquid which is drawn out of the wound.

Mouth suction is hazardous because venom from the victim's wound can enter the blood stream through mouth abrasions of the person administering the first aid.

- Do not administer whiskey or other alcoholic drinks. Cowboy pictures notwithstanding, alcohol taken internally isn't good for snake bites although alcohol (or ammonia) applied externally is a good cleansing and antiseptic agent.
- Don't depend upon your own first-aid measures. See that the victim is treated by a physician as soon as possible.


Manta Ray

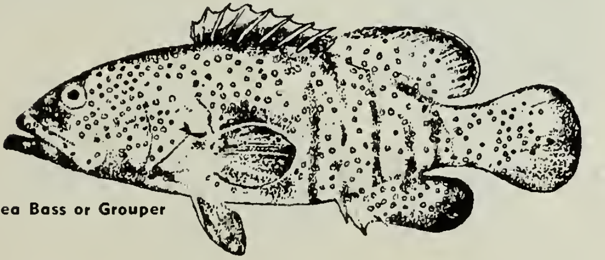
dwell mostly on the bottom in crevices and holes under rock or in coral.

A moray bite is similar to that of a barracuda and should be treated in the same way as a barracuda or shark bite. You can avoid morays by exercising caution when exploring areas which they inhabit. They seldom attack unless provoked.

Giant Devil Ray or Manta: May reach a spread of 20 feet and weigh 3500 pounds. Their coarse skin can produce severe abrasions and they are curious enough to investigate a diver's air bubbles, sometimes entangling themselves in the air hose, and their lashing tails contain stingers which can inflict a dirty stab wound.

Mantas bask and swim on or near the surface and feed on plankton, small fish and crustaceans. They inhabit tropical seas.

Sea Lions: Not usually ferocious, but bulls become sufficiently irritable during breeding season to nip at a diver or swimmer. Ordinarily, however, they are merely curious.


Sea Bass or Grouper

Sea Bass or Grouper: May reach a length of from eight to 10 feet and weigh around 800 pounds. They are not aggressive, but their boldness makes them potential hazards to swimmers and divers. They inhabit caverns and old wrecks and lurk around rocks.

Marine Animals that Sting

There are four main groups of animals which can inflict stings—the coelenterates, the hydroids, the molluscs and the echinoderms.

These groups include such rather well known animals as red coral, Portuguese man-of-war, jellyfish, sea wasp, sea nettle and sea blubber.

Most of these animals live in tropical seas although some, like the sea nettle, are found as far north as New England coastal waters.

Stings can be avoided by avoiding contact, including even contact with dead animals. If stung, relief can be obtained by washing the poisoned skin with a dilute ammonia or alcohol solution as soon as possible. Mineral or baby oil also helps relieve the stinging sensation.

Coral cuts aren't serious but they are annoying and sometimes become ulcerous. Wounds should be thoroughly cleaned and antiseptic agents applied. Severe cases require bed rest and elevation of the affected limb.

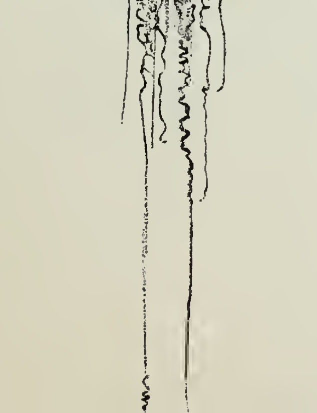
Gastropods having a spirally twisted shell account for a number of stings each year. Their shells are prized by shell hunters who frequently pick them up before the venomous animal inside vacates. The more dangerous species are found from Polynesia to East Africa and the Red Sea area.

Gastropod stings should be irrigated and washed clean with sterile saline solution, if available. Suction should be applied by making a small incision and soaking for 30 minutes in hot water or with hot compresses. Patients should be kept warm and given stimulants. Hospitalization and antibiotics may later be necessary.

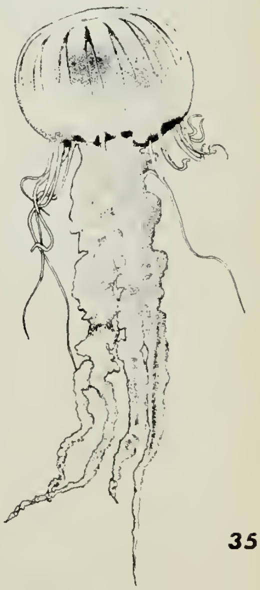
Cephalopods are molluscs which have no shell, such as the squid and octopus. Both have tentacles around a muscular central body mass and a powerful parrot-like beak concealed in the mouth.

These creatures are found in intertidal zones (that is, above the low tide mark) and live at depths of less

Portuguese Man-of-War

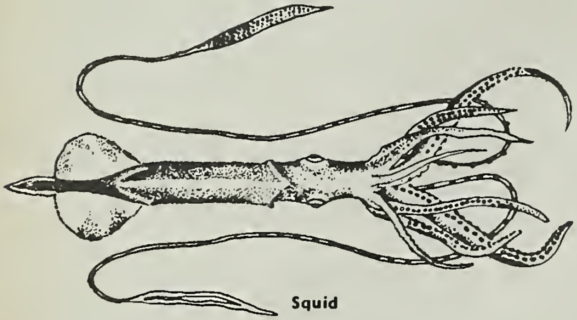


Common Jellyfish of the North Sea



than 100 fathoms. They are curious but cautious, and the danger to humans lies mostly in their sting. Their bite sometimes causes bleeding which is difficult to stop because clotting is retarded by the poison.

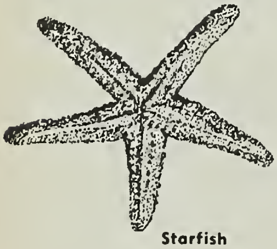
Cephalopod bites and stings should be treated by alleviating the pain, and irrigating the wound and washing it with cold salt water or saline solution. A small incision should be made over the wound or sting and suction begun. The wound should be soaked in hot water for half an hour. If immersion is impossible, hot compresses are next best. Sterile dressings should be applied and steps should be taken to avoid shock.

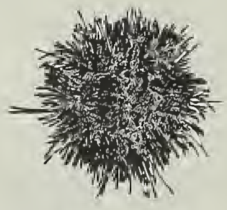

Squid

Annelid worms can sting, but not seriously. Some have bristles which prick the skin like the spines of a prickly pear. Bristles imbedded in the skin may be removed with forceps, if available, or, more simply, with adhesive tape which pulls them out when removed from the skin. The area should then be treated with alcohol or ammonia to relieve the irritation.

Starfish

Echinoderm is the family name for such common animals as starfish, sea cucumbers and sea urchins, all of which use poisonous spines to inflict painful wounds.


Starfish

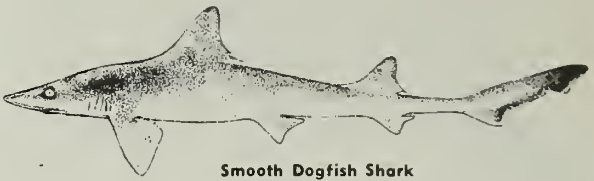

Giant Red Urchin

Usually, the sting of an echinoderm is only annoying and disappears completely within an hour. It should be treated the same as other venomous stings.

The best protection against echinoderm stings is the use of gloves and shoes. Marine workers should use adequate light at night to avoid them.

Poisonous Fish

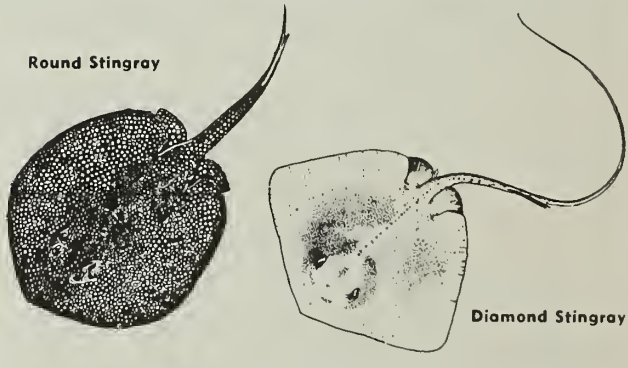
Dogfish Sharks: Depend upon their speed and their teeth for defense and offense. Small dogfish are found along both the Atlantic and Pacific coasts of North America. They grow to three and a half feet in length.


Smooth Dogfish Shark

The spiny dogfish is somewhat sluggish, which may explain why he is frequently caught by fishermen. You should be cautious when removing him from your net, hook or spear. A sudden jerk from the fish and you may have had it. His venomous fins are more damaging than his teeth.

Stingrays: These are abundant and a menace to waders because they strike from a concealed position on the bottom in shoal water. Most inflict a dirty wound with their whiplike tail but some stings can be fatal.

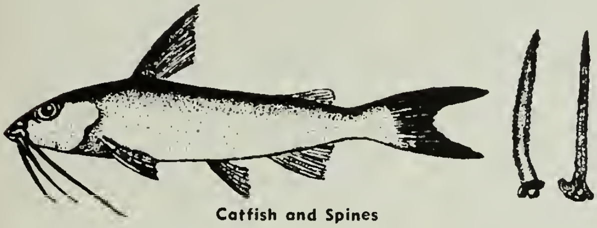
They inhabit shallow water in the tropics and even in temperate zones. Stingrays may lie on top of the sand or partially bury themselves in it with only their eyes, spinacles and tail showing. They are particularly fond of sheltered, sandy bays, lagoons and river mouths. Since stingrays are scavengers, they often take baited hooks.


Round Stingray

Diamond Stingray

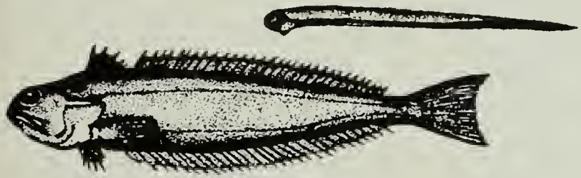
Catfish: There are about 1000 species and, although the freshwater variety is used for food, marine (or saltwater) catfish are rarely eaten.

The spiny variety is abundant in estuaries, open reef areas and some large sandy bays. The fish's fin spines are full of venom for the unwary, so don't treat it like its fresh water brother.

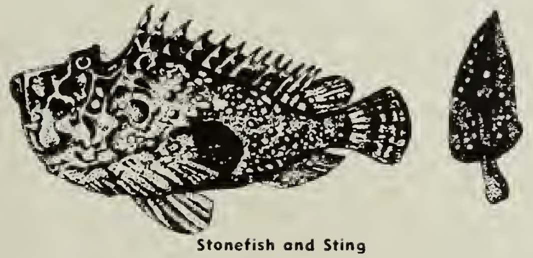

Catfish and Spines

Weeverfish: A very aggressive and venomous fish that is less than 18 inches long and lives in the temperate zone.

Weevers are usually encountered at wading depths. They can be avoided by wearing adequate footwear in areas where weevers are known to exist. They should never be antagonized or handled in a careless manner. Like the catfish, their spines are venomous and a sting is extremely painful. It may even result in death.


Great Weever and Spine

Scorpion Fish: This variety is one of the most virulent of all venomous fish and is ranked with the cobra in the deadliness of the poison secreted. One type is the zebrafish which inhabits tropical waters. Another kind is the stonefish, which are very difficult to detect because of their perfect protective coloring. They lie motionless in tidal pools and shoal areas and will attack if provoked. A third variety is known simply as scorpion fish. They inhabit shallow water bays, crevices and holes in rocks.

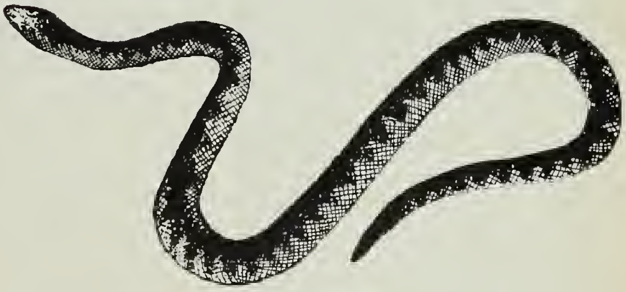

Stonefish and Sting

The treatment of all venomous fish stings consists of alleviating pain, and washing and irrigating the wound with salt water or sterile saline solution, if it is available.

A small incision across the sting should be made and suction begun to remove the poison, although this isn't invariably effective. Apply suction with the mouth or, preferably, by means of a suction cup to extract the poison. According to the *Encyclopaedia Britannica*, the poison, if swallowed, is not harmful. Suction by mouth should not be used if there is an open cut or ulcer present. To keep the venom of a poisonous sting from entering the bloodstream, if the wound is on the extremities, a tourniquet can be applied somewhat above the wound—that is, between the wound and the rest of the body, immediately after the wound is received. The band should be tight enough to stop the flow of blood in veins but not in arteries. Shock should be treated and the victim transported to medical care. Alcoholic drinks have no value in the treatment of fish stings.

Soaking the wound in hot water or the application of hot compresses for about 30 minutes is also effective. The wound should be covered with an antiseptic sterile dressing. Measures described in *The Ship's Medicine Chest and First Aid at Sea* should be taken to avoid shock.

Marine Snakes: Although these serpents are closely allied to the cobra and their poison is equally as deadly, sea snakes pose little threat to Navymen inasmuch as they are docile and generally won't attack without provocation. Most fatalities occur among fishermen in the Gulf of Siam and the Philippine area.


Sea Snake

Marine snakes inhabit sheltered coastal waters, especially the areas near river mouths, and they penetrate upstream to the limits of brackish water.

today's navy

Drums, Bugles, Drills, Bands

This fall, drill and music units from the Naval Training Center complex at Great Lakes will travel throughout the Ninth Naval District to perform at civic affairs and celebrations.

The units, representing the three major commands at Great Lakes, include the Recruit Training Drum and Bugle Corps, Band and Drill Team; the Service School Command Band and Drill Team; the Naval Training Center Band and the Bluejackets Choir.

Members of the groups, except those assigned to the NTC Band, are volunteers working on their own time. Men from the schools and recruit commands, who attend daily classes, are normally scheduled for weekend performances only. Those in the RTC Drum and Bugle Corps perform regularly for recruit graduation reviews and parades.

The Service School drill team is a specialized exhibition unit that performs intricate maneuvers consisting of tossing, flipping and spinning rifles and bayonets.

ORGANIZED in 1940, the Bluejackets Choir achieved its national fame by singing hymns, but today its repertoire ranges from Bach chorales to Broadway hits. This is the one unit at Great Lakes that is composed of members from both the Service School and Recruit Training Commands.

Recruitment for volunteers is unnecessary for the NTC Band. Its membership is comprised of professionally trained Navy musicians all of whom are graduates of the Navy's School of Music at Norfolk. This is the only official Navy band in the 13 midwest states, and as such, is conditioned to transform its talent appropriately to any occasion. One day it may perform as a military marching or concert band, the next day as a large dance band or as several jazz combos.

The job of maintaining a 300-man roster for the volunteer units is a trying one for the groups' volunteer leaders. They must organize and reorganize the units throughout the year, using more than 1500 participants, largely because recruits are at Great Lakes for nine weeks only, and students for not more than 48.

MUC for Show Band

This time the Navy Show Band employed a different kind of instrument: A portable adding machine to keep track of all those statistics.

During a tour of Latin America as part of the international naval exercise Unitas VIII, the Show Band musicians traveled 32,000 miles, visited 98 cities in 12 countries, performed "live" before 850,000 fans, and entertained millions of others via radio and television.

It was the Show Band's seventh such tour in as many years, and by far the most successful. During a ceremony at the School of Music in Norfolk last June, the Show Band received the Meritorious Unit Commendation and its director, Chief Warrant Officer Frank G. Forgione, was awarded the Navy Achievement Medal.

MCB Seven Goes Local

Six enlisted men and two officers of U. S. Naval Mobile Construction Battalion Seven helped bring new life to Vietnam's Quang Tri Province during the battalion's last deployment there.

The eight Navymen formed a permanent civic action team in the Dong Ha/Cam Lo area. They worked through the Third Marine Division's civil affairs arm and the Vietnamese government to determine the people's needs, and offered their technical assistance in converting wishes to reality. The Vietnamese people themselves provided the necessary elbow grease.

To place the work under local authority, a Vietnamese supervisor was employed and given the power to hire and fire employees.

Craftsmen and artisans who had been out of work because of the tactical situation around Quang Tri went back to work using their skills at civic action job sites.

The increased work demanded increased construction materials and new furnishings for the newly constructed buildings. To accommodate the demand, two new furniture factories and a brickmaking industry were established and were staffed by local people.

Before the Seabees' deployment had ended, the area had a new school at Vinh Dai which would accommodate 240 pupils and another at Dong Ha. Both schools were built with an eye toward the Vietnamese concept of beauty as well as for functional practicality.

Vietnamese working with their Seabee advisors also renovated two buildings at the Dong Ha Hospital complex and completely built others.

Meanwhile, the Battalion's Medical Civic Action Program (MEDCAP) held sick call on a biweekly basis and treated more than 1000 people. In the village of Trung Giang, the visiting doctor worked in a civic action construction dispensary.

During the latter part of the battalion's deployment, the civic action team was involved in the extensive Cam Vu Resettlement Project which called for technical advice and help to resettle 6000 people.

The job called for the repair of an existing irrigation system consisting of six high-volume pumps which were no longer operable. When the civic action group had finished, the irrigation project was again ready to support 10,000 farmers forced by the war to leave their homes and fields.

The Seabees' civic action team also undertook to teach English part-time to 30 children at the Cam Lo Refugee Village Complex and also started several social welfare programs.

Quick and courteous service is the motto of USS Yorktown's copter crew.

New Housing at Great Lakes

Two hundred families at Great Lakes Naval Training Center are moving—but not very far. They're going to the new $4 million housing project scheduled to be ready for occupancy in late October.

The 140 enlisted men's quarters in the Farnsworth area and 60 officers' units at the old Camp McIntyre area range from two to four bedrooms. They are of frame construction and are of contemporary design.

Officers' split-level houses are arranged in single, double and quad units. The enlisted quarters are arranged in fours and sixes around courtyards.

Five pastel color schemes brighten the hardboard siding exteriors. Seeded lawns, newly planted trees, and curbs and gutters on all streets are included in the housing areas.

Flooring in main areas is vinyl asbestos, with ceramic tile in bathrooms. Walls are finished in off-white. A gas stove, refrigerator and TV antenna are furnished in every unit.

The 200 new dwellings will alleviate the Great Lakes housing shortage. However, according to the Ninth Naval District, there is still a deficit of 101 officer quarters and 838 enlisted units. Two more 200-unit projects are planned for fiscal years 1971 and 1973.

Chaplain in Vietnam

Sitting back at his desk in Washington, the assistant to the Chief of Naval Personnel for Human Relations and assistant to the Chief of Chaplains for Plans discussed American troops in Vietnam.

Captain Thomas D. Parham, Jr., Chaplain Corps (CHC), the Navy's top ranking Negro officer, had just returned from a 25-day visit to the Western Pacific area.

Speaking of his visit to Vietnam, Parham said he found that the men serving there have a true sense of their mission, dedication, direction and purpose that is not common in other places he has visited.

"I found that the men throughout the Republic of Vietnam and particularly those in the hospitals where the doctors, nurses and corpsmen were working—that even with their 12 hours a day, seven days a week schedule—they had no resentment or personal remarks about the time they serve (on duty) to accomplish their mission," he said.

According to Chaplain Parham the servicemen's over-all attitude in Vietnam is that they are convinced that their jobs are helpful and necessary in the pursuit for freedom.

The chaplain also stated that, percentage-wise, more servicemen attend religious services in Vietnam than do servicemen serving stateside.

Citing an incident during his visit to the Navy headquarters in Saigon, Chaplain Parham said, "One Sunday while I was there it seemed that everybody and his brother in Saigon attended church. They came in such droves that the chaplain had to move the location because the old site was not large enough to hold the number of servicemen attending services."

Captain Thomas D. Parham, Jr., Chaplain Corps, USN, speaks of his trip to the Republic of Vietnam.

The 49-year-old Navy veteran commented on the feeling of danger that arose during his visit.

"I would get up in the morning and hear people talking about where the bombs and the rockets hit the night before," said Parham. On several trips in country, it was necessary to wear a flak jacket and helmet as a safety precaution.

Parham added, "I also learned that the Viet Cong have very little respect for chapels and places of worship in Vietnam. While in the South, I was shown a place where a chapel was blown down just a week prior to my arrival, and I learned that the terrorists will strike anywhere they can, and kill anyone who may be there; I guess this includes chaplains."

Commissioned in the first class of Negro staff officers in 1944, Parham was the first Negro to attain the rank of Navy captain since the Civil War. He was advanced to his present rank in March 1966.

As a representative for the Chief of Chaplains, Parham visited several countries in the Pacific, including Japan, Korea, Guam, Taiwan, the Republic of the Philippines and the Republic of Vietnam.

—JO2 Milton Harris, USN

WHICH WAY—Looks as if guided missile frigates USS Halsey (DLG 23) and USS Warden (DLG 18) have chosen different courses. Actually, they are tied up at San Diego.

Building Test

"We're waiting for a real tornado," said one Seabee. Actually, the normal cycle of wind, rain and heat of the mid-Pacific will do.

The bad weather, if it comes, will put to a further test the two prefabricated aluminum buildings which have been erected at Pearl Harbor.

Theoretically, the buildings' cardboard-honeycomb insulation in walls and floors should keep them comfortable, in heat or cold. If the test is successful, they may serve many Navy purposes around the world.

The two test buildings were put up by a five-man Seabee team in 19 eight-hour days—but the project included such extras as permanent foundation, fluorescent lights instead of the standard incandescents, a tile floor and 270 feet of sidewalk.

Builder 1st Class Charles Gardner, who headed the construction, was of the opinion that an experienced five-man team could put up a building in 24 working hours.

One building comes in five crates and weighs 13,000 pounds.

Wall and floor sections, each four by 20 feet, can easily be handled by two people. Panels containing doors and windows can be placed as desired.

Two questions had to be answered in the test: How difficult would it be to erect the buildings? How would they stand up?

The Seabees answered the first question: It was little trouble. Now nature will answer the second one.

BEST MESS

ONCE AGAIN it's been shown that an experience in fine dining may be only as far away as the chow hall or mess decks.

And it's a sure bet if you serve on board USS *Wright* (CC 2) or *Peacock* (MSC 198), or at Naval Station Long Beach or the Naval Radio Station, Fort Allen, Puerto Rico.

These ships and stations are the winners of the fiscal 1969 Ney Memorial Awards which honor the Navy's outstanding general messes.

The command ship *Wright* and the Naval Radio Station at Fort Allen are unusually consistent in producing good food. They also won their respective categories—large mess afloat and small mess ashore—in last year's Ney Awards competition.

The coastal minesweeper *Peacock* this year was considered to have the best small mess afloat, and Naval Station Long Beach, a finalist in the 1968 competition, went all the way this year and is champion feeder in the large mess ashore category.

Runners-up this year were:

Large afloat—USS *Sterett* (DLG 31) and *Enterprise* (CVAN 65).

Small afloat—USS *Buck* (DD 761) and *Alstede* (AF 48).

Large ashore—Naval Communications Training Center, Pensacola, and Naval Training Center, Great Lakes.

Small ashore—Naval Administrative Unit, Clarksville, Tenn., and Naval Communications Station, Balboa, Canal Zone.

The Ney Awards program was established in 1958 by the Secretary of the Navy as a means of giving recognition and encouragement to messes considered outstanding in food preparation and service.

The competition commemorates the late Captain Edward F. Ney, World War II director of the Subsistence Division, Bureau of Supplies and Accounts. CAPT Ney was responsible for many improvements to the Navy's food service organization.

Picking four messes as "best" is no easy matter, considering there are some 1200 general messes which daily feed approximately 384,000 Navy men and women. To find the best of the best, so to speak, force and area commanders, and district commandants, each year nominate the general messes considered best Navywide.

Those with an allowance of 300 or fewer rations compete for small ashore and small afloat honors; those which serve more than 300 rations compete in the large afloat and large ashore categories.

The nominees are visited by the officers in charge of the Navy's Food Management Teams which represent the Ney Awards committee. The officers taste, talk and inspect. One day is spent with each nominee.

After these evaluations, the Ney Awards committee selects three finalists in each of the four categories. Here the committee members include officer representatives of the Navy Subsistence Office, the Bureau of Medicine and Surgery, and the Food Service Executives Association, a private organization devoted to excellence in food service.

Next, a five-man Ney Awards traveling committee visits each of the 12 finalists. This team is comprised of representatives from the Subsistence Office, Bureau of Medicine and Surgery, and Food Service Executives Association.

Each finalist is provided with a choice of menus, one of which is served to the committee members during the evaluation.

Judging is based also on the mess's entire food operation, from command interest to general mess management.

Winners are singled out, and the prestige enjoyed by the Navy's best feeders has some tangible benefits for dessert.

This year, for example the food

WHO SAYS CBs DON'T GO TO SEA?—Two hardworking constructionmen from MCB 121 wade into their work as they attach braces to the Song Nong Railroad bridge in Vietnam. —Photo by PH2 J. R. Lucas, USN

service officer and leading commissaryman from each of the four winning messes were guests of the Food Service Executive Association at its annual convention in Baltimore, Md. The winners were presented with plaques to take back to their ships and stations.

Each of the 12 finalists sends a commissaryman to the Culinary Institute of America, New Haven, Conn., for a two-week course in advanced cooking. In addition, each winner will send a commissaryman to New York for a week-long training session with the professional food staff of the Hotels Pierre and Saint Regis.

1969 Ney Nominees

This year's Ney award winners and eight runners-up faced the usual stiff competition. Other excellent food service operations nominated for fiscal 1969 Ney Awards were:

Large afloat — *Saratoga* (CVA 60); *Cambria* (LPA 36); *Sylvania* (AFS 2); *Ozark* (MCS 2); *Tripoli* (LPH 10); *Mars* (AFS 1); *Sperry* (AS 12).

Small afloat—*James C. Owens* (DD 776); *Talbot County* (LST 1153); *Rival* (MSO 468); *Westchester County* (LST 1167); *Ponchatoula* (AO 148); *Bugara* (SS 331).

Large ashore—NAS Quonset Point; NAS Lakehurst; NAS Norfolk; NAS Corpus Christi; NAS Guantanamo Bay; NAS Lemoore; NAS Whidbey Island; Submarine Base, Pearl Harbor; Naval Station Guam; Naval Communications Station, Philippines; NAF Naha, Okinawa; NAF Washington, D. C.; Naval Station Rota; Naval Station Argentia.

Small ashore — Naval Security Group Activity, Winter Harbor, Maine; NAF Johnsville, Pa.; Naval Communications Station, Norfolk; NAS Glenview, Ill.; Naval Administrative Unit, Lake Mead, Nev.; Auxiliary Landing Field, Monterey, Calif.; Naval Ammunition Depot Bangor, Bremerton, Wash.; Naval Magazine, Guam; Naval Communications Station, Harold E. Holt, W. Australia; Naval Weapons Laboratory, Dahlgren, Va.; Naval Security Group Activity, Edzell, Scotland.

Oil Check While You Wait

Naval Supply Depot, Subic Bay's Fuel Department has undertaken a new customer service. Now NSD is not only the filling station for the Seventh Fleet, but is also the Fleet's laboratory consulting service.

The Fuel Department at Subic has seen its business grow from about 80,000 barrels a month to about five million barrels a month in the past few years.

Construction of new tanks and other facilities has solved the quantity problem. Now the target is quality.

In the oiler business, every precaution must be taken against contamination because, if unchecked, it could easily be spread throughout the Fleet. Oilers serve many ships, and those about to return to port to pick up a new load will often consolidate their remaining fuel with other oilers.

Today, when oilers pull into Subic Bay, crewmembers often are scheduled for an informal laboratory school, known as the Quality Surveillance Program.

The program has brought an enthusiastic response from the Fleet since it began last year and many ships are now requesting the service.

The school normally requires only one day. The chemists from Subic's Fuel Department visit the ship in the morning to observe the ship's testing procedures. In the afternoon, shipboard personnel visit the Fuel Department's laboratory, bringing samples from their ship, and observe how the Subic chemists perform the tests and if the results obtained on the ship and at the lab coincide.

The Navy's black oil might appear to be a noncritical type of product but it, as well as the JP-5 jet fuel and aviation gas carried by most oilers, must meet a wide range of specifications. Quality surveillance continues until the product is finally used. Therefore, testing for water and sediment contamination, specific gravity, flash point, and viscosity must be done aboard ship.

The lab on the oiler is normally small, with a distressing tendency to roll and pitch in rough weather, making precise measurement and calculations difficult.

The over-all aims of the Quality Surveillance Program are to standardize procedures and improve interpretations of the results.

—JOC C. K. Ferguson, USN

Moore Relieves Marshall

The destroyer USS *Samuel N. Moore* (DD 747), 25-year-old veteran of the Pacific Fleet, has been assigned duty as the Naval Reserve ship stationed at the Tacoma, Wash., Naval and Marine Corps Reserve Training Center.

Samuel N. Moore assumed the job once held by the destroyer USS *Marshall* (DD 676) which will be deactivated. *Marshall* had been operating out of Bremerton as a unit of Reserve Division 273.

Commissioned in 1944, *Samuel N. Moore* was named after the commanding officer of the cruiser USS *Quincy* (CA 39) sunk during the first battle of Savo Island in World War II.

The destroyer saw action in the later phases of the Pacific Theater as a member of Admiral Halsey's Third Fleet. She participated in strikes against Luzon, Mindoro, Formosa, Iwo Jima, and Okinawa before she was battered by a typhoon in June 1945. Repaired, she returned to WestPac to join in the raids against Tokyo until the surrender.

Five years later, *Samuel N. Moore's* guns were blasting the east and west coasts of Korea. She also bombarded Wonsan Harbor and assisted in evacuating U. N. troops cut off by the rapid enemy advance southward.

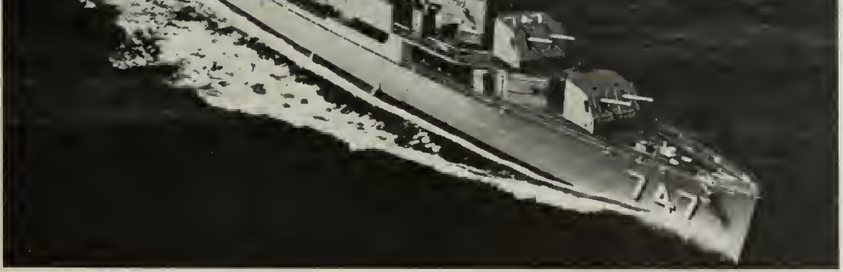
For 10 years, beginning in 1953, DD 747 performed routine exercises involving the training of Reservists and midshipmen.

In May 1964, however, she joined the carrier USS *Kitty Hawk* (CVA 63) as a unit of Task Group 77.4 for her first assignment in the Vietnam combat zone. She spent 32 days off the coast of the Republic of Vietnam performing screening duties and ASW operations. In early August, she assisted the destroyers *Maddox* (DD 731) and *Turner Joy* (DD 951) during their attack by Vietnamese communist PT boats. By late 1965, on her next deployment, *Samuel N. Moore* had begun duty as a naval gunfire support ship and later served as plane guard for *Kitty Hawk*.

After her July 1966 overhaul in Long Beach, DD 747 returned to Vietnam where she supported operations in the Mekong Delta, helped bombard coastal batteries in North Vietnam and assisted in the surveillance of small craft.

She became Tacoma's reserve training ship on 28 June, with Commander John Doroshuk, Jr., commanding.

RESERVE DUTY—Twenty-five-year veteran *USS Samuel N. Moore* (DD 747) cuts Pacific on way to assignment as Naval Reserve ship at Tacoma, Wash.



LST to Vietnam

The Republic of Vietnam Navy continues to expand with U. S. assistance.

Last July, the tank landing ship USS *Coconino County* (LST 603) was transferred to the Vietnamese during ceremonies at Guam.

Renamed VNS *Vung Tau* (HQ 503), the LST joins a growing Vietnamese Fleet.

Commissioned in 1944, *Coconino County* participated in World War II landings in Italy and Southern France. She later operated with the Amphibious Force, Atlantic, and in 1955 was decommissioned and placed in reserve.

Reactivated in 1966 for the Vietnam conflict, *Coconino County* and other LSTs have proved ideal for combat support operations in the shallow rivers and coastal waters of Southeast Asia.

Coconino County herself was said to have participated in the first amphibious assault in the Mekong Delta, and has since been in many combat support operations in the Delta and I Corp regions.

Transfer of the ship followed months of preparation. On 1 June, Vietnamese officers and crewmembers moved on board to work and train with the American LST crew.

On 1 July, a bugle sounded retreat and the jack, national ensign, and commissioning pennant were lowered and the U.S. crew marched off.

Vietnamese Navymen then raised the yellow and red flag of their country and took command of *Vung Tau*.

Will You Be Eligible for Reenlistment After Completing Your First Tour?

After 1 November this year, to become eligible for first reenlistment you must be at least a 3rd class petty officer, or have passed the PO3 exam.

This most recent move to improve the quality of the enlisted career force by retaining only the cream of the crop will affect Regular Navymen seeking first reenlistment, broken service first reenlistments, and extensions of first enlistments of 12 months or more. It will also apply to Reservists who want to enlist in the Regular Navy, reenlist while on active duty or extend their active duty for 12 or more months.

If you are a Regular Navyman on a first enlistment of less than four years you may be given more time to qualify for reenlistment. If you show potential to qualify for reenlistment, your commanding officer will be authorized to grant you one extension of your enlistment to total 47 months of active duty. This will give you more time to qualify, if you show the potential.

If you are a Naval Reservist (2x6) on active duty and you have shown potential to qualify, your commanding officer will be authorized to extend your active duty to give you a total of four years of inactive and active service in which to qualify for enlistment in the Regular Navy.

Navymen now serving in pay grade E-3, who once held a rate during their enlistment, may still be eligible for reenlistment under these higher standards. They must have a current recommendation for advancement in rate and must also be recommended for reenlistment by their commanding officer.

While these new standards are not yet in effect, commanding officers are carefully screening requests for reenlistments and extensions, with the new higher standards in mind.

Detailed information on this latest reenlistment quality control measure are in BuPers Notice 1133 of 23 Jun 1969.

Granting of Advance Pay Encouraged For Navymen Moving to New Duty

The law says that only the Navyman himself can collect a travel allowance in advance. Allowances for dependents' travel, plus the dislocation allowance which equals one month's basic allowance for quarters, may not be paid until after the move—after the Navyman has arrived at his new duty station with his dependents.

This may mean a financial hardship to the Navy family, and does no good to the Navy reenlistment effort.

This year the Career Motivation Conference recommended that a way be found to pay legally a family sufficient money before it begins to travel.

There is a way, and BuPers Notice 7041 (28 Jun 1969) encourages commanding officers to put it to work.

It's known as advance pay.

COs have the authority to grant up to three months' basic pay in advance to "deserving" personnel, though the "normal" advance is described as only one month's basic pay.

But, says the BuPers notice, this policy can—and should—be used more aggressively to help Navymen through the unusual expenses associated with changes in station.

COs are encouraged to use their authority to grant advance pay to both family men and bachelors who want the extra money when moving under permanent change of station orders, or when moving to a new home port or yard.

Advance payments above the normal one month's basic pay should be at least equal to the estimated dislocation allowance and dependent travel allowances.

There may be other good reasons to advance even more, but the BuPers notice discusses only the minimum proper use of existing authority.

But—still going by the book—the limit on such advances may not exceed three months' basic pay (less certain deductions listed in the *DOD Pay Manual*).

The BuPers notice makes it clear that this new approach to advance pay should be used with discretion. For example, if someone has a record of indebtedness, or cannot reasonably be expected to repay the government before his separation, the CO concerned should think hard about how much advance, if any, would be appropriate.

Payback of such advances should follow the usual procedures outlined in article A-4104, *BuPers Manual.*

Academic Credits Offered Active Duty Navymen Through Tuition Aid Program

Want to pick up a few high school or college credits in your spare time?

Under the Tuition Assistance Program, the Navy will pay, as the availability of funds permits, 75 per cent of tuition for qualified Navymen, for up to seven semester hours or quarter-hours in any one semester or quarter, at any accredited institution.

All active-duty Navymen and women are eligible to apply—enlisted or commissioned, Regular or Reserve. Officers must agree to remain on active duty for two years after completing the courses for which aid is given.

If you have not finished two years of active duty, you will be given priority for tuition aid, since you are not eligible for GI Bill assistance.

If you have completed two years of active service, you may apply for either GI Bill or tuition aid funds. However, you must choose between VA and Navy tuition aid; you may not receive funds from more than one government program for the same courses.

Tuition aid is given for courses which earn credits at any institution approved by a nationally recognized accrediting agency. However, institutions which practice racial discrimination are not eligible. Under certain circumstances, aid is available for study at foreign colleges and universities, with approval by the Chief of Naval Personnel.

You may apply for tuition aid through your commanding officer. Your application must include the following information: whether you are eligible for VA assistance, whether you are career-designated, your Social Security number, and a statement that you will not apply to the VA for assistance for the same courses.

A word of caution: You will have no assurance that your application has been approved until you receive a Tuition Assistance Authorization Contract (NavPers 1560/3). If you go ahead and enroll in a school before you receive this contract, you are taking a chance on having to pay the entire amount if your application is not approved.

Your Educational Services Officer can help you apply for tuition aid. He can also provide information and application forms for VA educational assistance for those eligible.

Travel Restrictions Removed

The restrictions are off. Active duty and retired Navymen and their dependents can again travel on military aircraft from the United States, its territories, possessions, Puerto Rico and Guantanamo Bay on a space available basis. The traveler's destination no longer need be in the western hemisphere.

Travel for emergencies, dependents' education or medical purposes was unaffected by the ban and will remain the same.

Travel restrictions were imposed more than a year ago to alleviate the balance of payment problem. They were lifted in March.

Now Is the Time for Officers to Plan For Their Postgraduate Education

If you are a qualified officer, now's the time to start planning for the Navy's postgraduate education program for academic year 1971-72 (FY 72).

The service wants its officers to continue their education—to the master's or doctor's level, if possible. And it's willing to help.

The program is designed to capitalize on the officer's abilities by extending his studies to include specialized areas, and to equip him with postgraduate education in either technical or nontechnical fields.

For officers selected, the Navy will sponsor studies —in some cases, for three or four years—at the Naval Postgraduate School (NPGS) in Monterey, Calif., or at other DOD or private schools.

Officers with a master's degree may be eligible to apply for the Doctoral Study Program. Those with a BA or BS may seek assignment to graduate study leading to a master's.

At NPGS, students may take one-, two- or three-year courses in specialized technical subjects, such as aeronautics, communications, electronics, environmental sciences, naval engineering, computer science, and ordnance. These courses are given to provide specialists for P-coded billets.

Other offerings at NPGS are technical engineering science curricula, designed to better prepare students for more advanced technical work; a management course of study, to improve officers' capabilities for organizing activities; and a computer systems management course, to give line and supply officers understanding of the capabilities and limitations of computer technology.

Schools sponsored by the Department of Defense, available to selected naval officers for advanced study, include:

- The nine-month Defense Intelligence School, providing instruction in the basic principles and techniques of intelligence. On graduation, qualified officers may be allowed to continue their instruction in foreign language and area studies at the Defense Language Institute.
- The Defense Systems Analysis Program, a 15-month course designed to educate officers in management and systems analysis, with a view toward assignment to staffs involved in systems analysis and force leveling planning. The course leads to a master's degree for those who qualify.
- The Defense Atomic Support Agency 21-month course in nuclear engineering for officers of all services at NPGS. This course gives students advanced understanding of the uses and effects of nuclear weapons.

In addition, technical and nontechnical curricula are available in many civilian schools known for excellence in those areas.

How do you qualify? First, you must be on active duty, and must be willing to obligate yourself for an additional year of active service for each six months (or portion thereof) of postgraduate education you receive.

Generally speaking, all programs — whether at the NPGS, Monterey, in DOD or civilian schools—require a bachelor's degree or the equivalent (that is, 120 hours from an accredited school). To qualify for some curricula, you must have a record of good grades in certain areas. For civilian schools, you must meet the usual entrance standards, which may include undertaking certain admission or aptitude tests and receiving scores acceptable to the school concerned.

Since the Navy considers advanced education to be most valuable early in a career, the selection board will first consider unrestricted line officers who will complete their first sea tour during the year after the board meets. For instance, under the present ground rules the board convening in July 1970 will consider officers whose first sea tours will end in 1971.

However, other officers are eligible. The July 1970 selection board will consider 11xx and 13xx officers in the following year groups: 11xx (non-nuclear trained), YGs 65, 62, 59, 56 and 53; 11xx (nuclear trained) and 13xx, YGs 64, 61, 58, 55 and 52.

In addition, some officers from the following groups are eligible for certain courses:

- Unrestricted line officers desiring change of designators to Civil Engineer Corps (5100) or engineering duty (1400).
- Restricted line and LDOs.
- Officers of the Supply, Chaplain, Civil Engineer, and Medical Service Corps.

In all the above cases except LDOs, eligibility is limited to certain ranks or year groups. Medical Service Corps should refer to BuMedInst 1520.12 series to determine their eligibility.

Lieutenants and lieutenant commanders of all designators who have a master's degree and will have between six and 14 years of active commissioned service on 1 Jul 1970 are eligible to submit formal application for consideration by the Doctoral Study Program Selection Board in October of this year.

Details of the 1970-71 postgraduate program may be found in BuPersNote 1520 of 30 Apr 1969. While selections for this year's program, except those for doctoral studies, have already been made, the notice should provide a useful indication of what courses are available, who can expect to be eligible for the next round of selections in July 1970, and how interested officers can indicate their preferences for postgraduate education.

A Report on Pay fo

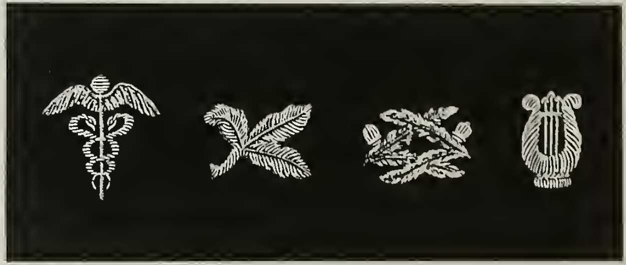
Bureau policy-makers responsible for shaping the warrant officer program are faced with a dilemma. So are warrant officers. Both wish it would go away. It's costing the Navy good men, and it's costing some warrants good money.

It will go away, in time. But meanwhile . . .

Here's the situation:

The Navy's warrant officer program differs markedly from that of the other services, yet the same basic laws—including those regarding pay—apply equally to each.

For example, the Army's program offers direct appointments to both civilian and enlisted applicants. The Navy makes its appointments exclusively from the ranks of the senior petty officers.



WO devices left to right: Medical Service or Dental Service; Supply Clerk; Civil Engineer Corps; Bandmaster.

This means that the newly appointed Army warrant usually begins his WO career on a pay scale level relative to that of the junior commissioned officer,

he Warrant Officer

and can with little difficulty adjust his needs to his military pay.

But by the time the Navyman makes warrant he has behind him at least six years of military service. He has already established a better-than-average income and has established certain patterns of living which, in most cases, are somewhat richer than a junior officer can afford at his pay level.

An attempt to close this financial gap is saved pay, which is a means of protecting a Navy warrant's income so that he will suffer no reduction in pay as a result of promotion from enlisted status.

The intent of the saved pay provisions is clearly defined in Title 10, United States Code, and in Para 10222 of the *DOD Military Pay and Allowances Entitlement Manual. (MPAE Manual).*

Title 10, section 5596, states: "A person receiving a temporary appointment under this section may not suffer any reduction in the pay and allowances to which he was entitled because of his permanent status at the time of his temporary appointment."

The *MPAE Manual* further defines the specific pay and allowances protected by saved pay, and clarifies the intent of Title 10, stating that all pays and allowances, except clothing allowances, may be protected by saved pay.

The object of these saved pay regulations is to prevent, if possible, a reduction in pay received by a man because of his change of status. However, there are cases in which saved pay fails to do this, and it is in these areas that the Bureau is looking beyond the regulations for answers.

One difficulty lies in the fact that, to qualify for saved pay, a man must continue to perform those specific duties, or serve under those conditions, for which he received special pay while serving in his permanent grade. Flight pay, submarine pay and hazardous duty pay, for example, are considered to be special pay and thus are included in the saved pay provisions if the new warrant continues to perform those duties. On the other hand, as it is assumed that a warrant will not be performing the same duties as he did while an enlisted man which entitled him to proficiency pay, pro pay is not included.

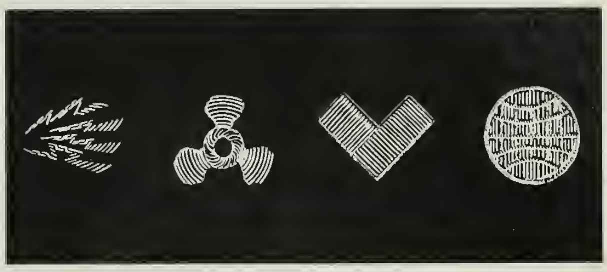
In short, if you make warrant, you lose any pro pay you may have been receiving.

That's one problem. Here's another:

The *MPAE Manual* also states that a man may not receive an increase in his saved pay as a result of a change in his permanent status brought about by an increase in years in service or promotion to a higher permanent grade. In other words, saved pay is computed on the basis of the pay he received in the permanent grade at the time of initial appointment to the temporary grade W-1. It remains stationary until, because of longevity or promotions, the man's pay becomes equal to or greater than the amount he received in his enlisted status.

One possible answer to these problems is a readjustment of pay.

The DOD pay scale shows there is no direct correlation between the warrant grades and the senior enlisted grades, E-7 through E-9. In fact, there are apparent inversions, such as the cases where pay grade E-8 is authorized more basic pay than W-1, and E-9 more than W-2.



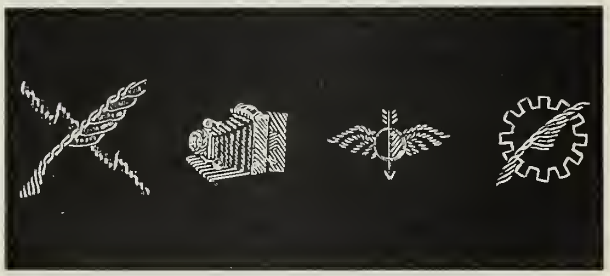
WO devices left to right; Electronics Technician or Naval Communicator; Machinist; Ship Repair Technician; Electrician.

This occurs because the warrant program is considered by DOD as a separate career path with no direct relationship to the enlisted career path.

This is not the case in the Navy. As far as the Navy is concerned, there are three distinct, *but related,* career paths open to the Navyman—enlisted, warrant, and commissioned officer.

Navy enlisted men are given a choice: Either continue in the enlisted program for a full career and advance to pay grades E-8 and E-9; or, leave the enlisted ranks and commence a totally new career in the warrant officer program.

One important point to bear in mind: Time served as an enlisted member merely provides the basic qualifications necessary for entrance into the warrant community. After that, he must reorient himself toward achieving new goals—either CWO4 or the LDO program.



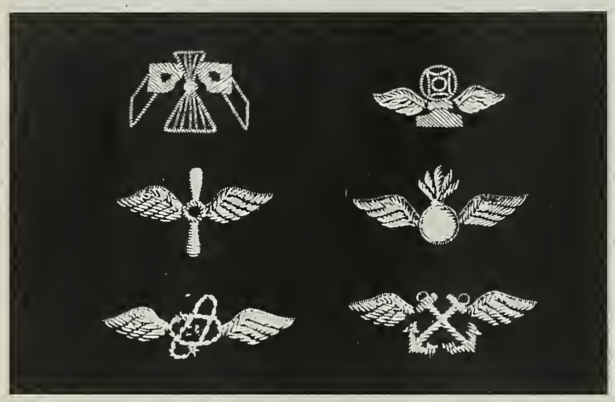
WO devices left to right: Communications Technician; Photographer; Aerographer; Data Processing Technician.

Although the warrant officer maintains his permanent enlisted status for at least three years, he is, in reality, no longer a member of that community. He has, in a manner of speaking, moved from the blue collar laborer or foreman class to that of the white collar supervisor and junior member of the management team.

As in civilian industry, he may begin his new position by taking less money home than some of the senior members of the labor force he supervises. But his potential future position in the organization and his financial prospects are much greater. In short, his monthly or annual salary will soon exceed that of the man who continues in the labor force (or enlisted ranks), and his total lifetime earnings will be considerably greater.

Based on the 1 Jul 1969 pay scale, an individual can expect to receive approximately $38,000 more income from the time of his appointment as a WO1 until retirement as a CWO4 with 30 years of service, than he would if he were to remain in the enlisted ranks and advance to E-9 in due course.

This does not take into account any proficiency pay he might have received as an enlisted member; however, even if he were to draw pro pay at the P-2 level ($75 per month) continuously for 20 years, an enlisted member would still fall about $20,000 short of that salary received by the WO.



WO devices left to right, top row: Air Intelligence Technician; Aviation Control Technician; Middle row: Aviation Maintenance Technician; Aviation Ordnance Technician; Bottom row: Aviation Electronics Technician; Aviation Boatswain.

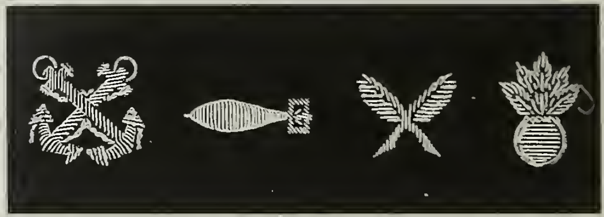
Furthermore, beyond the financial advantage that will accrue for many WOs while on active duty, they will continue to gain on their enlisted counterparts after retirement since their terminal basic pay will be higher than the 30-year E-9.

The average entrant into the warrant program is an E-7 with just over 10 years' service. But the ideal time to make the move is as an E-6 with between six and 10 years' service.

Here's why:

On a regular annual salary basis, an E-6 with more than 10 years' service jumps from $7380 to $8726, which represents a significant increase in take-home pay. The E-7 with 10 years also realizes a slight pay raise, from $8079 to $8726.

Now we come to pay grades E-8 and E-9. Personnel in both of these pay grades are still authorized to apply for the warrant program if they meet the maximum limitations of age (31) and years in service (14).



WO devices left to right: Boatswain; Underwater Ordnance Technician; Ship's Clerk; Surface Ordnance Technician or Ordnance Control Technician.

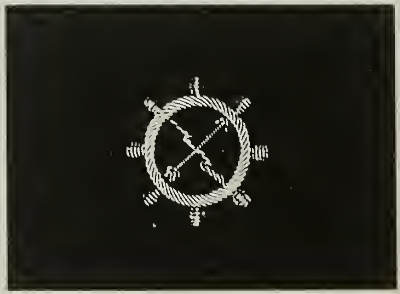
More often than not, such a move is economically unsound.

For instance, an E-8 with 12 years' service drops in annual salary from $9255 to $8995. For the E-9 with 14 years' service: total disaster. He takes a salary cut of $1274, from $10,531 to $9257. The pay scale from the enlisted program to the warrant officer program simply is not favorable for senior and master chief petty officer applicants. It is something they should fully consider and understand.

It's a different story, however, if their goal is set for the Limited Duty Officer Program. Then, the monetary sacrifices while a warrant will no doubt be worth the price considering the ultimate sum realized after retiring from a commissioned status.

The central point in the entire enlisted-to-warrant-to-LDO pay problem is the fact that the individual is making a personal decision to enter a new career program.

In making this decision, he must carefully weigh the opportunities resulting from increased responsibility and greater chance to help shape the future course of the Navy against the special pays he formerly received or was eligible to receive as a middle grade member of the enlisted force.



Operations Technician device is the newest addition to warrant officer insignia.

Permanent Status for WOs

Temporary warrant officers have received the green light to apply for permanent status after serving three or more years in a temporary status.

Applications should be submitted to the Chief of Naval Personnel (Pers-B643) via commanding officers between 1 September and 10 October, annually, using Article B-1302, *BuPers Manual* as reference.

A selection board will convene in the bureau to consider applicants. Those temporary warrant officers who received their appointments with a date of rank 10 Oct 1966, or earlier, are eligible for consideration by the board meeting this November.

Do You Have a Son or Relative Who Is College-Bound? Check What NROTC Offers

NAVAL CAREERS quite often are family affairs, growing out of tradition or developing into one—like father, like son, so to speak.

If you have a son or other young relative planning to attend college next year with the hope of making the Navy his career, it would certainly be worthwhile to pass on the following information. If he is interested in a career, an education and a way of meeting the expenses of same, he would do well to consider attending one of 50-plus educational institutions offering naval science studies through the Naval Reserve Officer Training Corps (NROTC) Program.

Here's an opportunity for a young man to gain four years' experience as a midshipman while pursuing a baccalaureate degree or higher education which the Navy will subsidize, including tuition, textbooks, uniforms, and a $50-a-month subsistence allowance. Furthermore, upon graduation, he will receive a commission as an ensign either in the line of the Navy or in a staff corps, or as a second lieutenant in the Marine Corps. The choice is usually his.

Now is not too soon to commence firming plans, since NROTC application for the 1970-71 school year must be made before 14 November this year to participate in the competitive Navy College Aptitude Test (NCAT). Application forms are available at most high schools, colleges and universities; all NROTC units; Navy recruiting stations; or from the Chief of Naval Personnel (Pers-B6411), Department of the Navy, Washington, D. C. 20370.

The application must reach the Naval Examining Section, Science Research Associates, Incorporated, Chicago, Ill. 60680, by the 14 November deadline.

Basically, an applicant is eligible to compete in the NCAT qualifying examination if he is a high school senior or recent graduate, or expects to graduate at the end of the current academic year.

Examination centers, where the exams will be held on 13 December, are established in cities throughout the continental United States, and at certain designated overseas activities. The applicant indicates on his application at which center he would like to have the exam administered. Should he qualify on the test, he then becomes a candidate and will be scheduled for a medical examination and interviews sometime during the months of January or February 1970. If found qualified, selected and found acceptable by an NROTC college under its NROTC quota, he will be among the 1700 candidates slated to become midshipmen next fall and to commence preparation for a naval career.

THAT'S GENERALLY the procedure one follows to gain admission to the Regular NROTC Program. There is another program called the Contract NROTC Program, available to college students who wish to be available to serve their country as Reserve officers of the Navy and Marine Corps.

Contract NROTC students are not selected for enrollment by a national competitive procedure; instead they are selected by the commanding officers of the NROTC unit from among students already in attendance at, or selected for admission by, the college or university.

If an applicant is unsuccessful in his attempt to become a Regular NROTC candidate, he should give consideration to the prospect of becoming a Contract student and channel his efforts in that direction.

NROTC midshipmen.

The physical standards are the same as for the Regular NROTC Program, except that waivers are granted for certain correctable eye defects. And, although the Contract NROTC student receives no compensation from the government until his junior and senior years, at which time he is allowed a $50-a-month subsistence, he receives the same naval science instruction as the Regular NROTC student, wears the same type uniform, gains draft deferment, and stands to receive a Reserve commission in the Navy or Marine Corps upon graduation.

A contract NROTC student may, at any time, apply for the Regular NROTC Program. If selected, the remainder of his four-year education will be subsidized by the Navy.

The *NROTC* 1970 *Bulletin*, available at high schools, Navy recruiting stations, and NROTC colleges and universities, contains complete descriptions of both the Regular and Contract Programs, and an application for the Navy College Aptitude Test. As pointed out earlier, applications must be received by the Chicago Navy Examining Section no later than 14 Nov 1969.

A prospective candidate for the Regular Program should obtain a copy of the *Bulletin* and make sure he meets the basic eligibility requirements before he submits his application to take the NCAT exam.

HERE'S AN IDEA what those requirements are for Regular NROTC status. An applicant must:

- Be a male citizen of the United States.
- Have reached his 17th birthday, but not his 21st birthday by 30 Jun 1970; however, if he contemplates a college course which takes five years to complete, he must not have reached his 20th birthday by 30 Jun 1970.
- Be unmarried and never have been married.
- Be physically qualified in accordance with the standards prescribed for midshipmen.

Be a high school graduate or possess an equivalent certificate, or expect to graduate by the end of the current academic year.

- Expect to participate not less than four years in the program with the purpose of completing four years of naval science, and meet all requirements for receiving a commission.

In addition, a candidate is expected to abide by certain service obligations.

For example:

Before he is appointed Midshipman, USNR, by the Secretary of the Navy, the candidate must enlist in the Naval Reserve for six years. If he is disenrolled from the NROTC Program for reasons beyond his control, he will, upon disenrollment, be discharged from his enlisted status in pay grade E-1. However, if before graduation and commissioning, the midshipman breaks his NROTC agreement for reasons other than those beyond his control, he may be called to active duty in the enlisted status for not more than four years.

NROTC student uses parallel rule to plot course on chart in navigation class.

Other obligations of an NROTC student are:

- To remain unmarried until commissioned.
- To complete prescribed naval science courses, prescribed university courses, seminars, and summer training periods.
- To accept a commission in the Regular Navy or Marine Corps if offered and serve a minimum of six years in an active and inactive status from the date of acceptance of his original commission (officers of the Navy and Marine Corps serve at the pleasure of the President; therefore, no terminal dates are established for their commissions. Instead, the Secretary of the Navy establishes the length of service required to maintain a sound naval officer corps. Presently, the minimum active service requirement is four years).

If, after he reads the foregoing list of obligations, your son's interest is unwavered, then no doubt you have a determined member of the family eager to accept the challenge to become an NROTC Midshipman.

V-Neck Shirt Ruling Modified

The change to *Uniform Regulations* which last year prescribed a V-neck undershirt for officers and chief petty officers (ALL HANDS, November 1968) has been modified. Chief petty officers will return to the more common elliptical collar undershirt, that is, the same type worn by personnel in grade E-6 and below.

Only officers will continue to wear the V-neck undershirt—or no undershirt at all. The requirement here (in the case of officers) is that no undershirt should show above the V of the open-neck white and khaki tropical shirts.

BuPers Notice 1020 (11 Jul 1969) will change *Uniform Regulations* (art. 0625, para 13) as follows: "Chief Petty Officers will wear the regulation elliptical necked undershirt with Tropical Khaki and Tropical White uniforms."

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

A Man Called Gannon (WS) (C): Western Drama; Tony Franciosa, Michael Sarrizan.

Charro! (WS) (C): Western; Elvis Presley, Ina Balin.

An Angel in My Pocket (WS) (C): Comedy; Andy Griffith, Jerry Van Dyke.

The Horse in the Gray Flannel Suit (C): Comedy; Dean Jones, Diane Baker.

The Violent Four (WS) (C): Crime Drama; Gian Maria Volonte, Thomas Millan.

The Long Day's Dying (WS) (C); War Drama; David Hemmings, Tony Beckley.

Submarine X-1 (C): War Drama; James Caan, David Sumner.

Something for a Lonely Man (C): Western Drama; Dan Blocker, Susan Clark.

Play Dirty (WS) (C): War Drama; Michael Caine, Nigel Davenport.

Hello Down There (C): Comedy; Tony Randall, Janet Leigh.

The Brute and the Beast (C): Western; Franco Nero, George Hilton.

Istanbul Express (C): Adventure Drama; Gene Barry, John Saxon.

Death Rides a Horse (WS) (C): Western; Lee Van Cleff, John Phillip Law.

Gone With the Wind (C): Romantic Drama; Clark Gable, Vivien Leigh.

Twisted Nerve (C): Psychological Drama; Hayley Mills, Hywel Bennett.

Revised Dutton's Tells All

The 12th edition of *Dutton's Navigation and Piloting*, the standard Naval Academy text on navigation for 43 years, has been published by the United States Naval Institute, Annapolis, Md.

The new edition has been rewritten, expanded and updated by G. D. Dunlap and Captain Henry H. Shufeldt, USNR (Ret). It covers the whole range of navigational instruction from elementary concepts to complex electronic systems.

More than 500 new illustrations are included in the redesigned format. The text is outlined, with notes, definitions and paragraph headings in the margins.

It is for sale by the Naval Institute.

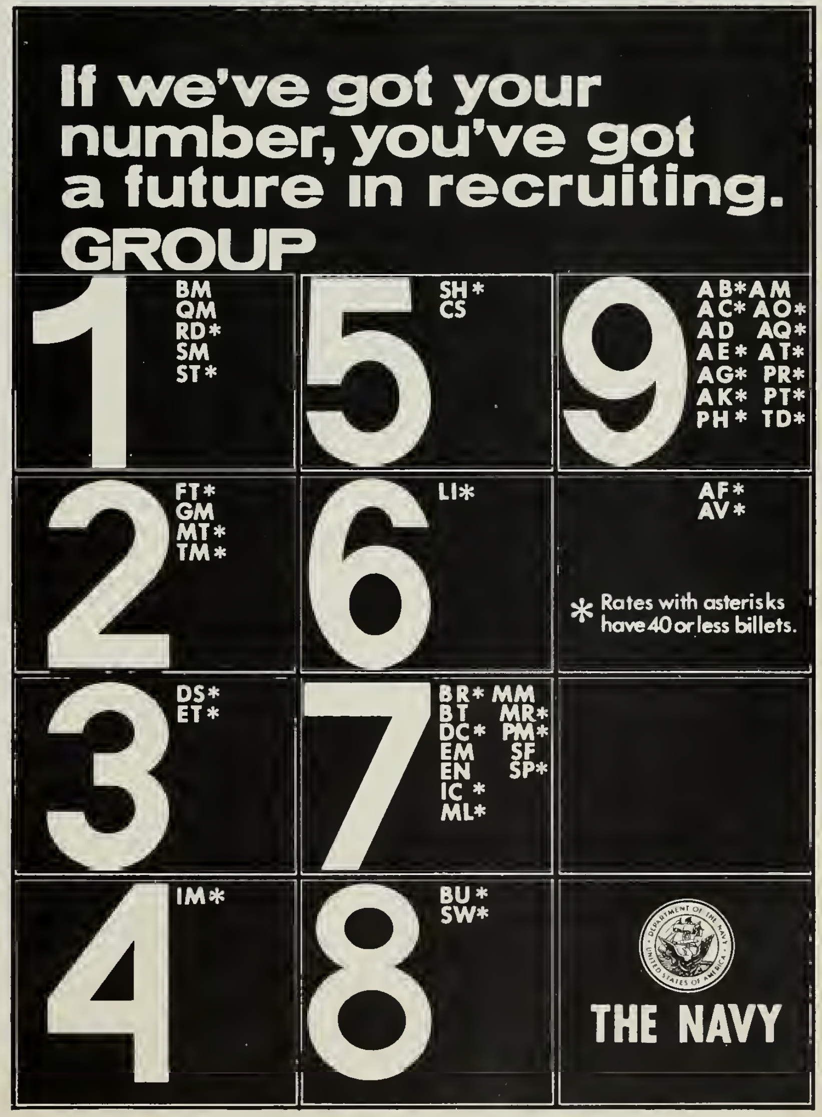
An Opportunity For Recruiting Duty

Do you remember the back cover of the issue of ALL HANDS Magazine for March 1969? It pointed up an opportunity for shore duty for qualified personnel in certain ratings as Navy recruiters. There's still an opportunity.

Are you interested? For further information, check the following directives:

Recruiters must be qualified in accordance with the provisions set out in Chapter 4 of the "Enlisted Transfer Manual," NavPers 15909 series. You must also be eligible in accordance with BuPers Notice 1306 (which lists the Seavey segment cutoff dates).

Volunteers are needed and, at this time, there is a particular need in the First, Third, Fourth and Ninth Naval Districts.



If we've got your number, you've got a future in recruiting.

GROUP

1 BM QM RD* SM ST*	5 SH* CS	9 AB* AM AC* AO* AD AQ* AE* AT* AG* PR* AK* PT* PH* TD*
2 FT* GM MT* TM*	6 LI*	AF* AV* * Rates with asterisks have 40 or less billets.
3 DS* ET*	7 BR* MM BT MR* DC* PM* EM SF EN SP* IC* ML*	
4 IM*	8 BU* SW*	THE NAVY

If Your Cutoff Date Is Listed Here You'll Be Eligible for Shore Duty

CHIEF PETTY OFFICERS make their last appearance on the Seavey list in segment C-69.

Effective as of 1 Jul 1969, chief petty officers (E-7) joined master and senior chiefs in being transferred under direct control of the Bureau of Naval Personnel to CONUS shore duty. However, as a backup procedure during changeover to the new distribution system, chief petty officers (E-7) who are eligible for Seavey will fill out rotation data cards and be processed according to Seavey procedures.

Seavey segment A-70, to be published in November 1969, will not publish SDCD for chief petty officers (E-7).

The PM and ML ratings are now under centralized BuPers control for all grades, and have been dropped from the Seavey list. Men in these ratings, as in other Bureau-controlled ratings, will be notified of their transfer status by individual letter.

If your rate is listed below, check your cutoff date. You are eligible for transfer to shore duty if your present continuous sea duty began in or before the cutoff month listed—and if you meet the following additional requirements:

- You must have been on board for duty at your present command on 1 Jul 1969.
- Your obligated active service must extend to January 1972 or later. If it does not, you must reenlist or extend to acquire the necessary obligated service, or you will not be eligible for transfer ashore under Seavey segment C-69.
- If you are on toured sea duty or have a sea extension in effect, your TCD (or the expiration of your sea extension) must fall within the normal transfer months of this segment—February through May 1970.
- If you were *advanced* in rate after 1 Jul 1969, the cutoff date listed for the rate you held on 1 July determines your eligibility. If you were *reduced* in rate after 1 July, your cutoff date is the one for the rate to which you were reduced. If you're *changing* your rating, the rate to which you are converting is the one that determines your Seavey eligibility.

If you meet the requirements, your personnel office will set up an interview in which you may extend or reenlist, if necessary, and give your preferences for shore duty.

After you've completed the required action, orders will usually arrive sometime between October and January, and you will normally be transferred between February and May 1970.

Volunteers for duty as recruit company commanders are in short supply. Seavey-eligible petty officers interested in this duty should check Chapter 4 and Article 5.9 of the *Transfer Manual* to learn whether they meet the qualifications. Most billets for this duty are in the 11th and Ninth Naval Districts.

Here are the cutoff dates for Seavey Segment C-69:

Rate	Date
BMC	Jan 65
BM1	Jan 63
BM2	Nav 62
BM3	May 64
BM5N	May 64
QMC	Jul 63
QM1	Feb 62
QM2	Nav 64
QM3	Apr 65
QMSN	Apr 65
SMC	Jan 66
SM1	Sep 61
SM2	Dec 61
SM3	Dec 61
SMSN	Dec 61
RDC	Dec 64
RD1	Jun 64
RD2	Jun 64
RD3	Nav 64
RDSN	Nav 64
5TC	May 65
ST1	May 6S
5TG2	Jul 6S
STG3	Jan 65
STGSN	Jan 65
STS2	Jul 65
STS3	Jan 65
STSSN	Jan 65
TMC	Jul 66
TM1	Oct 64
TM2	Jan 64
TM3	Jan 66
TMSN	Jan 66
GMMC	Jun 66
GMM1	Oct 65
GMM2	Oct 65
GMM3	Oct 65
GMMSN	Oct 65
GMTC	Oct 67
GMT1	Oct 67
GMT2	Oct 67
GMT3	Oct 67
GMTSN	Oct 67
GMGC	May 65
GMG1	5ep 63
GMG2	Apr 63
GMG3	Apr 63
GMGSN	Apr 63
(NEC) 5332	Dec 65
FTGC	5ep 65
FTG1	Jan 65
FTG2	Jan 65
FTG3	Jul 64
FTGSN	Jul 64
FTMC	Mar 67
FTM1	May 65
FTM2	Nav 64
FTM3	Nav 64
FTMSN	Nav 64
FTBC	Oct 66
FTB1	Oct 66
FTB2	Feb 65
FTB3	Feb 65
FTBSN	Feb 65
MTC	Feb 66
MT1	Feb 66
MT2	Feb 66
MT3	Mar 64
MTSN	Sep 64
MNC	Feb 67
MN1	Feb 67
MN2	May 67
MN3	May 67
MNSN	May 67
ETC	Sep 67
ET1	Mar 67
ETN2	Sep 66
ETN3	Oct 66
ETNSN	Oct 66
ETR2	Sep 66
ETR3	Jul 66
ETRSN	Jul 66
DSC	Nav 67
DS1	Dec 66
DS2	Aug 66
DS3	Jul 66
DSSN	Jul 66
RMC	Sep 66
RM1	Sep 66
RM2	Sep 66
RM3	Sep 66
RMSN	Sep 66
YNC	Aug 67
YN1	Aug 67
YN2	Feb 68
YN3	Feb 68
YNSN	Feb 68
CYN3	Sep 66
CYNSN	Sep 66
PNC	Nav 67
PN1	Nav 67
PN2	Nav 67
PN3	Nav 67
PNSN	Nav 67
SKC	Feb 65
SK1	Feb 64
SK2	Oct 66
SK3	Oct 66
SKSN	Oct 66
DKC	May 67
DK1	Mar 64
DK2	Oct 66
DK3	Oct 67
DKSN	Oct 67
CSC	Oct 64
CS1	Nav 64
CS2	May 66
CS3	Feb 68
CSSN	Feb 68
SHC	Jul 67
SH1	Oct 62
SH2	Apr 63
SH3	Jul 62
SHSN	Jul 62
JOC	Nav 67
JO1	Nav 67
JO2	Aug 67
JO3	Nav 67
JOSN	Nav 67
PCC	Nav 66
PC1	Jun 65
PC2	Jun 65
PC3	May 66
PCSN	May 66
LIC	Mar 67
LI1	Aug 66
LI2	Jun 67
LI3	Jun 67
LISN	Jun 67
MMC	May 63
MM1	Oct 61
MM2	May 65
MM3	Dec 61
MMFN	Dec 61
ENC	Aug 63
EN1	Feb 63
EN2	Apr 66
EN3	Sep 66
ENFN	Sep 66
MRC	May 65
MR1	May 65
MR2	May 65

Rate	Date
MR3	Nov 65
MRFN	Nov 65
BTC	Nov 63
BT1	May 62
BT2	Jan 65
BT3	Sep 61
BTFN	Sep 61
BRC	Jan 66
BR1	Jan 64
EMC	Nov 62
EM1	Nov 61
EM2	May 65
EM3	May 65
EMFN	May 65
ICC	Oct 66
IC1	Jan 62
IC2	Sep 64
IC3	Oct 64
ICFN	Oct 64
SFC	Nov 63
SF1	Nov 62
SFM2	Oct 65
SFM3	Oct 65
SFMFN	Oct 65
SFP2	Oct 65
SFP3	Oct 65
SFPFN	Oct 65
DCC	Oct 66
DC1	Nov 63
DC2	Mar 66
DC3	May 66
DCFN	May 66
EAC	May 67
EA1	May 67
EA2	May 67
EA3	May 67
EACN	May 67
CEC	Sep 66
CE1	Sep 66
CE2	Sep 66
CE3	Sep 66
CECN	Sep 66
EOC	Jan 66
EO1	Jan 66
EO2	Jan 66
EO3	Jan 66
EOCN	Jan 66
CMC	Jan 66
CM1	Jan 66
CM2	Jan 66
CM3	Jan 66
CMCN	Jan 66
BUC	May 66
BU1	May 66
BU2	May 66
BU3	May 66
BUCN	May 66
SWC	May 65
SW1	May 65
SW2	May 65
SW3	May 65
SWCN	May 65
UTC	Nov 65
UT1	Nov 65
UT2	Nov 65
UT3	Nov 65
UTCN	Nov 65
ADRC	Sep 67
ADR1	Sep 67
ADR2	Sep 67
ADR3	Sep 67
ADRAN	Sep 67
ADJC	Oct 65
ADJ1	May 66
ADJ2	May 67
ADJ3	May 67
ADJAN	May 67
ATC	Jan 67
AT1	May 67
ATR2	May 67
ATR3	May 67
ATRAN	May 67
ATN2	May 67
ATN3	May 67
ATNAN	May 67
AXC	Mar 67
AX1	Dec 66
AX2	Jun 66
AX3	Jun 66
AXAN	Jun 66
AOC	Nov 66
AO1	Dec 66
AO2	Sep 66
AO3	Sep 66
AOAN	Sep 66
AQC	Feb 67
AQ1	Dec 65
AQB2	Sep 66
AQB3	Oct 66
AQBAN	Oct 66
AQF2	Dec 66
AQF3	Oct 66
AQFAN	Oct 66
ABEC	Jun 66
ABE1	Jul 66
ABE2	May 66
ABE3	Jun 66
ABEAN	Jun 66
ABFC	Jan 67
ABF1	Jan 67
ABF2	Aug 66
ABF3	Dec 66
ABFAN	Dec 66
ABHC	Dec 67
ABH1	Feb 67
ABH2	Feb 67
ABH3	Feb 67
ABHAN	Feb 67
AEC	Jul 67
AE1	May 67
AE2	May 67
AE3	May 67
AEAN	May 67
AMSC	Feb 67
AMS1	Feb 67
AMS2	Feb 67
AMS3	Feb 67
AMSAN	Feb 67
AMHC	Aug 67
AMH1	May 67
AMH2	Jun 67
AMH3	May 67
AMHAN	May 67
AMEC	May 67
AME1	May 67
AME2	May 67
AME3	May 67
AMEAN	May 67
PRC	May 67
PR1	May 67
PR2	May 67
PR3	May 67
PRAN	May 67
AKC	Nov 67
AK1	Nov 67
AK2	Nov 67
AK3	Nov 67
AKAN	Nov 67
AZC	Jul 67
AZ1	Jul 67
AZ2	Jul 67
AZ3	Jul 67
AZAN	Jul 67
ASC	May 67
AS1	May 67
ASE2	May 67
ASE3	May 67
ASEAN	May 67
ASH2	May 67
ASH3	May 67
ASHAN	May 67
ASM2	May 67
ASM3	May 67
ASMAN	May 67
HMC	May 67
HM1	Jun 67
HM2	Jun 67
HM3	Oct 67
HN	Oct 67
DTC	Nov 67
DT1	Nov 67
DT2	Feb 68
DT3	Feb 68
DN	Feb 68
SDC	May 66
SD1	Jan 64
SD2	Oct 63
SD3	Jan 65
TN	Aug 65

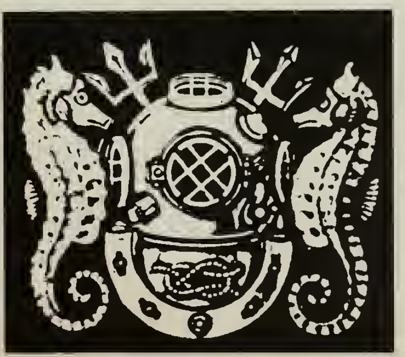
Diver, NAO Insignia Included In Revised Uniform Regulations

Recent changes to *Uniform Regulations* are summarized in BuPers Notice 1020 (16 Jun 1969).

- A breast insignia is approved for wear by Master Divers and Diving Officers. The insignia is a metal pin consisting of two seahorses in an upright position facing a diving helmet, with two tridents projecting upward and canted outward from the helmet cover.

The Diving Officer insignia is gold in color; the Master Diver insignia is silver in color. Specific approval to wear the insignia is required for officers after one year of operational diving.

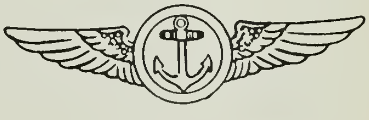
Diving Officer Breast Insignia (Gold)
Master Diver Breast Insignia (Silver)



A Navyman who qualifies as a Master Diver and later advances to officer status may continue to wear the silver insignia until qualified as a Diving Officer, at which time the gold insignia should be worn. The insignia was to be available through commercial supply outlets beginning in August 1969.

- A Naval Aviation Observer insignia may be worn by designated Flight Meteorologists and Naval Aviation Observers not designated as Flight Officers.

The insignia is described as follows: "A gold embroidered or gold color metal pin; winged, with a central device consisting of an 'O' circumscribing an erect, plain anchor, both in the color silver; the 'O' and the anchor in bold relief, the center of the 'O' filled with the color gold."



Aviation Observer Insignia

The embroidered device should be on a background which matches the color of the uniform on which worn.

- Regulations identical to those of the Marine Corps are adopted for wear of the Vietnamese Cross of Gallantry. A Navyman who receives this award should refer to article 1043, paragraph 8, of *Uniform Regulations.*
- Naval Aides to the Vice President may now wear aiguillettes on the right shoulder.

ALL THOSE CHANGES to the mechanics of duty assignments for chief petty officers, plus revised tour lengths and other transfer procedures of direct interest to chief, senior chief and master chief petty officers, have been merged into a revised Chapter 28 of the *Transfer Manual.*

The new chapter, an advance version of which has been distributed with BuPers Notice 1306 (10 Jun 1969), discusses assignment and rotation policies for all chiefs, senior chiefs and master chiefs, including up-to-date coverage of normal tour lengths and the new Duty History and Preference Card.

Except for the revised tour lengths (see listing), all the changes in the new chapter were effective immediately for master and senior chiefs, and for chiefs in Grade E-7 already detailed by BuPers.

A ROUNDUP ON CPO Assignments

Non-BuPers detailed chiefs were to view temporarily the new chapter "for planning purposes only."

However, effective 1 Jul 1969, all CPOs receive their CONUS shore duty assignments from BuPers, and on 1 Oct 1969, all those headed for the Fleet will receive the BuPers detailing.

In other words, by 1 Oct 1969, all assignments of CPOs in the three top grades will be handled by BuPers detailers, and the new Chapter 28 will become fully effective.

Here's what it's all about:

Assignment Control

The Chief of Naval Personnel controls the duty assignments and rotation of all chief, senior chief, and master chief petty officers.

(In the interest of brevity, unless the need for clarity dictates otherwise, we'll hereafter refer to any chief, senior chief or master chief simply as "chief," or, for variety, "CPO.")

Fleet commanders determine the priority of vacancies to be filled in Fleet activities, and then pass the word on their personnel requirements to the Chief of Naval Personnel (CNP).

Stateside priorities are determined by CNP through his continuing contacts with EPDOCONUS. CNP then makes all CPO assignments.

General Policy

As might be expected, CPO assignments are ultimately based on needs of the service, including NEC requirements. However, personal qualifications, past duty experiences, performance records and individual wishes also are considered.

In general, any given assignment is to an authorized billet which requires the rate and rating of the chief concerned. Exceptions to this may be necessary to meet selective NEC requirements, or to fill a billet which emphasizes certain leadership characteristics, such as Recruit Company Commander.

Promotion Transfers

Promotions to CPO (remember that we're talking about senior chief and master chief as well) invariably result in numerous ship and station excesses in allowance.

When this happens, newly appointed CPOs may be reassigned, provided at least the following factors are taken into consideration:

- Individual desires.
- Date reported on board.
- Tour completion date.
- Activity manning.
- NEC.
- Other Fleet requirements.

If a transfer is considered appropriate, it should be effected with minimum impact on the individual, his unit and the Type and Fleet commands involved.

However, those on shore duty advanced to a CPO grade generally will not be reassigned until they have served two years of their shore duty tours.

Whatever, each case is reviewed independently.

Tour Length & Career Planning

The length of a given CPO duty tour is established without regard to the chief's expiration of active obligated service (EAOS). Therefore, a chief's tour completion date (TCD) need not (and normally will not) coincide with his EAOS.

Here it's assumed that if you've been around long enough to make chief, you're a career man who can be counted on to ship over and help maintain billet stability at your "for duty" command.

But if you don't reenlist on schedule, you risk fouling up the planned rotation patterns of yourself and other chiefs with your rating.

In other words, if the Navy counts on you to reenlist on board and keep your CPO billet filled, but you decide to get out when you reach your EAOS, BuPers most likely will be unable to provide a timely relief for you.

But in an effort to do so, sea tours might be readjusted and the resultant planning for assignments becomes limited, particularly, in the words of Chapter 28, "with regard to full consideration to the impact on personal life and duty preferences of the CPO who is unable to plan ahead."

Therefore, as a safety valve, it is necessary for a chief to indicate his reenlistment intentions six months before his EAOS (includes EAOS as extended and revisions to or cancellations of Fleet Reserve authorizations).

Thus, if a man indicated that he does not intend to reenlist (or otherwise remain on active duty, his CO will be able to send a speedletter to the cognizant EPDO, with copies to CNP (Pers-B21), using the format prescribed in Article 28.32 of the *Transfer Manual.*

This, hopefully, will minimize any lack of planning that could be adverse to commands and to individual Navymen.

TCDs

Tour completion dates established for CPOs are reflected in Enlisted Distribution and Verification Reports (1080-14) reviewed monthly at all commands.

However, a chief's TCD is tentative and should be used for planning only. As already noted, TCDs are established for CPOs without regard to EAOS. Therefore, they normally will not coincide with the EAOS, and normally will not be adjusted to coincide with the EAOS or date of transfer to the Fleet Reserve or Retired List.

Under certain circumstances, such as when a chief lets BuPers know he won't be shipping over, his TCD might be adjusted to coincide with his EAOS.

Also, a chief's TCD might be adjusted if he's on a scheduled deployment and his loss would "severely affect a command's ability to perform its mission." This is determined by the CO and the cognizant EPDO, and any request for TCD adjustment is forwarded to CNP for a decision.

Extensions Ashore & Overseas

Requests for extensions of CONUS or Fleet shore duty tours normally will not be approved. Also, requests for extensions of overseas shore duty (type 3) normally will not be approved—except for programs in certain overseas areas (such as Vietnam).

On the other hand, requests for extensions of preferred overseas shore duty (type 6) are encouraged and usually will be approved for those in ratings for which the CONUS tour is 48 months or more. But it should be noted that such extensions may not exceed the 48-month overseas tour limitation.

Those with 36-month CONUS tours may request one-year extensions of their 24-month tours of preferred overseas shore duty.

Those with ratings for which the CONUS tour is less than 36 months normally may not extend on the type 6 overseas shore duty, but exceptions are considered in special circumstances, such as in humanitarian cases or, in the words of Article 28.44 of the *Transfer Manual,* "unique and exceptional contributions to the command which suggest a rare degree of indispensability."

Any request for extension should be submitted to CNP in letter form, via the CO with a copy to the cognizant EPDO. The request should reach BuPers no later than six months before the chief's TCD. If approved, the TCD is adjusted by BuPers rate controller, and no command personnel diary entry is necessary.

Sea Tour Extensions

Requests for extensions of sea tours in operating units (duty types 2 and 4) are considered by CNP. A letter request, via the CO and EPDO, should reach BuPers no later than six months before the chief's TCD.

Reasons for such requests being turned down include: No authorized billet in the activity assigned; the chief concerned is needed elsewhere; an extension would violate the 48-month limit on type 4 duty.

Whatever, no indefinite sea extensions are granted to CPOs. When an extension is approved, the TCD is adjusted by BuPers and no command personnel diary entry is necessary.

Hospitalization

Cognizant EPDOs must be informed whenever a chief is lost to the service because of hospitalization.

Generally, the CO sends a speedletter report to the EPDO, with a copy to CNP (Pers-B21), each time a chief under his command is transferred to an armed services hospital or medical facility for treatment and it appears probable (or is definite) that the hospitalization will be for more than 30 days, or it is determined that loss of the chief's services creates a need for a replacement.

The format for such speedletter reports is contained in Article 28.62 of the *Transfer Manual.*

If a chief who serves on sea duty is hospitalized, he normally will return to his duty station if the period of hospitalization is 30 days or less.

If the chief checks in for hospitalization while on shore duty, and the transfer is "incident to TAD under treatment" and is for 45 days or less, he usually will return to his shore duty command.

When it's necessary to provide a command with a relief, BuPers will notify the hospital to change the chief's status from TAD under treatment to "on board temporary duty under treatment," which amounts to his permanent transfer from his old duty station. The hospital then makes the chief available for reassignment under procedures contained in Chapter 21 of the *Transfer Manual.*

Training

Most chiefs need no additional training before checking into new billets. However, those who are ordered to billets which require equipment-oriented or other technical or special training should be transferred via the appropriate training facility.

If a chief has not received some necessary training, and his command is under allowance in that specific NEC or requirement, the CO is encouraged to request the appropriate school or other training quota. Such training should be for short periods to meet specific billet requirements, and should be funded locally.

COs also are encouraged to consult their type command representatives and other commanders to determine any special training needs for prospective reliefs, who in turn can receive the proper orientation before arriving on board.

Requests for formal school training of long duration and a general nature, such as that offered in most class "B" schools, normally will not be approved for CPOs.

Duty History and Preference Card

Each chief should make sure he has an up-to-date Duty History and Preference Card (NavPers 1306/34) on file with CNP (Pers-B21) or other cognizant detailer (see box).

A new chief should submit the card immediately upon notification of his selection for advancement to grade E-7. Thereafter, he submits a new card four to six months after reporting to a new duty station, six months before any given tour completion date, and each time there's a significant change in personal data or duty preference.

The cards need not be typewritten; legible handwritten or printed submissions are acceptable.

The cards are largely self-explanatory, but if you need guidance when filling one out, check into Article 28.10 of the *Transfer Manual* (or see ALL HANDS, August 1969).

One final thought: don't pass up the opportunity to keep a current data card on file with your detailer in the Bureau. If he doesn't know where you'd like to be stationed, your assignment must be based on needs of the service.

And, as we've said many times in the past, your chances of receiving duty of choice are increased when you request only areas that have billets for your rate, rating and NEC.

The next regularly printed change to the *Transfer Manual* (change 3) will include a new Chapter 28. Meanwhile, the version distributed with BuPers Notice 1306 (10 Jun 1969) should be added to the *Manual,* and the old Chapter 28 discarded.

Length of Sea and Shore Duty Tours Are Set for CPOs, Senior and Master Chiefs

Here are the normal sea and shore tour lengths for chief, senior chief and master chief petty officers. Note that these tour lengths are subject to change, and also note that:

- Shore tours listed apply to those who report to shore duty on or after 1 Jul 1969. Those who reported to shore duty before that date should plan on any previously established tour length.
- Sea tours listed are projected sea tours (PST), or the total time that those affected can expect to remain on sea duty. During a projected sea tour, you are assigned an activity tour or tour completion date. TCDs apply to the following types of duty: Type 2 (arduous sea duty); Type 3 (overseas shore duty); Type 4 (toured or nonrotated arduous sea duty) and Type 5 (preferred sea duty).
- If, during a projected sea tour, you are assigned a tour in duty type 3 or type 5, you can expect to remain at sea longer than the PST listed. If you are assigned a tour in type 2 or type 4, you can expect to remain at sea less than the PST listed.
- The most favorable tour in operational sea duty activities (type 2) is considered to be three years, but the minimum planned tour is two years. Therefore, variations of activity tours ranging from two years to four years, as manning circumstances dictate, may be anticipated. In ratings for which the sea tour exceeds 36 months, two consecutive assignments to operational sea duty activities may be expected unless assigned to duty types 3, 4 or 5.

- Preferred sea duty tours normally are for 24 months. Commands which can justify individual adjustments to this should address their requests to the Chief of Naval Personnel (Pers-B21), via the Fleet EPDO.
- Tour lengths for instructor and recruiting duty are prescribed in chapters 4 and 5 of the *Transfer Manual,* except that men in certain ratings assigned to instructor duty also should check Chapter 28, Article 28.36. These ratings are: FT, FTG, FTM, GMM, GMT, BT, MM, RD, RM and ST.
- Tour lengths for overseas service are as prescribed in BuPers Inst. 1300.26 series. Obligated service which equals prescribed overseas area tour length is required before assignment is made, unless waived by BuPers.
- CPOs assigned to service craft units which have separate service craft component allowances normally serve 36-month tours. Exceptions to this apply to those who have NEC 0161 (Tugmaster) or NEC 0162 (Yard Craft Boat Captain), in which case the normal tour is 48 months. (See Article 28.38, *Transfer Manual,* for details.)

Data card requirements in addition to those discussed elsewhere in these pages apply to all Waves, plus Navymen with certain ratings and NECs.

The ratings are: HM, DT, DP, TD, AC, AG, AW, MU, PH and PT.

The NECs are 33XX and 53XX. Also, NECs 2813 and 3111 which apply to the CS, SH, SK and AK ratings.

Those concerned should check Article 28.91 of the *Transfer Manual* for reference or special instructions on data card submissions.

- Planned rotation patterns which identify variances from projected sea tours are under development and will be published in the *Transfer Manual* when completed.

Here, then, are the general tour lengths for chief, senior chief and master chief petty officers:

	Sea	Shore		Sea	Shore		Sea	Shore		Sea	Shore		Sea
ABCM	30	24	BMCM	48	24	ENCS	60	24	MLCS	120	30	RDCS	66
ABCS	30	24	BMCS	48	24	ENC	60	24	MLC	120	30	RDC	66
ABEC	42	24	BMC	60	24	EOCS	36	24	MMCM	72	24	RMCM	36
ABFC	42	24	BRCM	60	24	EOC	48	24	MMCS	72	24	RMCS	42
ABHC	36	24	BRCS	60	24	EQCM	36	24	MMC	84	24	RMC	48
ACCM	30	42	BRC	72	24	ETCM	36	36	MNCM	30	48	SDCM	30
ACCS	30	42	BTCM	60	24	ETCS	36	36	MNCS	36	42	SDCS	48
ACC	30	42	BTCS	60	24	ETC	36	36	MNC	36	42	SDC	48
ADCS	36	36	BTC	78	24	FTCM	42	36	MRCM	60	24	SFC	72
ADRC	36	54	BUCS	36	24	FTCS	54	30	MRCS	60	24	SHCM	30
ADJC	36	36	BUC	48	24	FTGC	54	30	MRC	60	24	SHCS	30
AECS	36	36	CECS	36	24	FTBC	54	30	MTC	42	36	SHC	30
AEC	36	36	CEC	48	24	*FTMC	42	30	MUCM	30	24	SKCM	30
AFCM	36	36	CMCS	36	24	*FTCS	42	30	MUCS	30	24	SKCS	36
AGCM	30	42	CMC	48	24	*FTCM	42	30	MUC	30	24	SKC	54
AGCS	30	30	CSCM	30	24	GMCM	54	24	OMCS	72	30	SMCM	42
AGC	30	30	CSCS	60	24	GMCS	60	24	OMC	72	30	SMCS	42
AKCM	30	48	CSC	60	24	GMGC	60	24	PCCM	30	54	SMC	60
AKCS	30	48	CUCM	36	24	*FTMC	42	30	PCCS	30	48	†STCM	48
AKC	30	54	DCCM	72	30	*FTCS	42	30	PCC	42	24	†STCS	54
AMCS	36	36	DCCS	72	30	*FTCM	42	30	PHCM	30	36	†STC	54
AMSC	36	36	DCC	72	30	GMTCM	30	36	PHCS	30	36	††STCM	48
AMHC	36	36	DKCM	30	48	GMTCS	30	36	PHC	36	36	††STCS	66
AMEC	36	36	DKCS	30	36	GMTC	30	36	PICM	72	24	††STC	66
AOCM	30	30	DKC	36	36	HMCM	30	48	PMC	120	30	SWCS	36
AOCS	36	30	DMCM	30	36	HMCS	36	48	PNCM	30	48	SWC	60
AOC	36	30	DMCS	30	36	HMC	36	24	PNCS	30	48	TDCM	36
AQCS	36	36	DMC	30	36	ICCS	42	24	PNC	30	48	TDCS	36
AQC	36	36	DPCM	30	48	ICC	54	24	PRCM	36	36	TDC	36
ASCM	30	24	DPCS	30	48	IMCS	72	30	PRCS	36	36	TMCM	30
ASCS	30	24	DPC	30	42	IMC	72	30	PRC	36	54	TMCS	48
ASC	36	36	DSCM	30	54	JOCM	30	48	PTCM	30	48	TMC	48
ATCS	30	36	DSCS	30	54	JOCS	30	48	PTCS	30	48	UTCM	36
ATC	30	36	DSC	30	54	JOC	30	48	PTC	30	48	UTCS	36
AVCM	36	36	DTCM	30	48	LICM	30	48	QMCM	42	24	UTC	54
AWCM	30	48	DTCS	30	48	LICS	48	24	QMCS	42	24	YNCM	30
AWCS	36	48	DTC	30	48	LIC	48	24	QMC	78	24	YNCS	30
AWC	60	24	EACS	36	24	MLCM	120	30	RDCM	30	24	YNC	30
AXCS	48	24	EAC	48	24								
AXC	48	24	EMCM	84	24								
AZCM	36	36	EMCS	90	24								
AZCS	36	36	EMC	84	24								
AZC	36	54	ENCM	60	24								

* SMS Terrier and Tartar tours and tours for NECs 1135 and 1139. Talos tour is 24 months sea and 36 months shore.

** SMS Terrier and Tartar tours. Talos tour is 30 months sea and 36 months shore.

† Surface.

†† Submarines.

Letters to the Editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Pro-Pay and Early Out

SIR: I plan to request an early out to attend college, but am concerned whether or not I will continue to draw proficiency pay in the meantime. My enlistment expires on 29 Oct 1970, at which time I will have seven years, 13 days of active service, if I remain on duty. Of course, if I receive an early out, I will not fulfill the requirement of having seven years' obligated service necessary to qualify for proficiency pay.

How will an early separation request affect the pro pay which I am receiving?—FTM1, D. R. K., USN.

• *As long as you remain in your present billet an early out to attend college will have no bearing on your proficiency pay.*

The guidelines dealing with this subject, paragraph 4e of BuPers Inst. 1430.12 (dated 10 Jan 1969), state that qualified individuals are eligible for the award of pro pay if they have either served on active duty for at least seven years, or their active obligation will total seven or more years of active service.

Therefore, since you are initially obligated to serve until 29 Oct 1970—13 days more than seven years—you meet the obligated service requirement for pro pay and are eligible to receive it until your date of discharge or date of transfer for separation, whichever is earlier.—ED.

Coast Guard Pay

SIR: I've heard that men who make a career of the Coast Guard receive an additional 10 per cent in retired or retainer pay if they go out in a "good conduct" standing.

Is there any truth in this?—M. M., TMC, USN.

• *Yes and no.*

Before 1963, laws provided that any Coast Guard enlisted man who retired after 20 years' service with average marks in conduct at least 97½% of the maximum was entitled to have his retired pay increased by "an amount equal to 10 per cent of the active duty pay and permanent additions thereto of the grade or rating with which retired."

However, other pre-1963 laws made this an iffy proposition, because no more than one per cent of the total active Coast Guard enlisted force could retire on 20 during a given calendar year.

This resulted in a retirement waiting list, and meant that Coast Guardsmen sometimes had to serve up to 26 years before they could retire.

On 6 Sep 1963, the law was changed and both the one per cent limitation on retirements and the 10 per cent increase in retired pay for good conduct service were removed. However, in all fairness, Coast Guardsmen who retire after 20 years' consecutive service which started before the law was changed still are entitled to the benefits of the old law regarding retired pay.

Of course, Coast Guardsmen who are cited for extraordinary heroism may be eligible for a 10 per cent increase in retired pay—similar to the Navy policy.—ED.

NWP: What Does it Mean?

SIR: I've tried unsuccessfully for a long time to find out what the letters NWP stand for, in the publication NWP-50A. Can you tell me? How about NWIP? Where could I have gone to find the answer?—TMC C. S., USN.

• *NWP stands for Naval Warfare Publication, and NWIP stands for Naval Warfare Information Publication. These are publications issued by the Office of the Chief of Naval Operations. You could have found out what NWP means by checking the "Tactical Doctrine Publication Guide (U)," which is also known by the designation NWP-OB.*—ED.

Retainer Pay Recomputed

SIR: I refer to the "Retainer Pay Recomputed" letter appearing in your March issue, page 61.

Question: How can a man draw a retainer based on 26 years' service when he completed only 19 years, six months and 10 days, initially, plus four additional years of recall service? My calculations read 23 years, six months and 10 days.

Judging from recent Armed Services Committee statements, a man with 26 years and 364 days of active service may have his retainer based on 22 years when he enters the Fleet Reserve since he will not have completed a full year in the current pay scale.

Please clarify.—D. S. P., GMCM, USN.

• *A double check of the rules governing payment of retainers revealed that the reply in the March issue was incorrect in that the chief petty officer involved will be entitled to retainer pay based on the basic pay rate for over 22 rather than over 26 years of service.*

At the time of his transfer to the Fleet Reserve, he had 19 years, two months and four days of service for pay purposes. After four years of Fleet Reserve time, he was recalled to active duty and became entitled to active duty pay based on his service *for pay at time of transfer, plus his Fleet Reserve time.*

After completing approximately two years and 10 months of active duty after his recall, the chief became entitled to basic pay at the over-26-year rate. Before his release from his current active duty tour, his basic pay will be at the over-26-year rate which, of course, is based in part on his four years' Fleet Reserve time.

However, when his retainer pay is recomputed, the rate of basic pay used in that computation cannot include Fleet Reserve time. Therefore, the chief's retainer pay will be based on the over-22 rather than the over-26 year pay rate for his grade.

This determination is spelled out in the Comptroller General's decision B-164960 of 12 Dec 1968.

Sorry about the misinformation. —Ed.

Insignia on Undress Uniform

Sir: Recently I saw a petty officer 1st class wearing a metal submarine breast insignia on his undress blue jumper.

I called his attention to Article 0767 of *Uniform Regulations*, which, on the subject of breast insignia for enlisted men other than chief petty officers, states that such a device is ". . . worn on Service Dress and Full Dress uniforms and the White Tropical uniforms. . . ." It says nothing about a breast device being authorized for wear with the Undress uniform.

However, this submariner brought his boss in on the question, and the two concluded that Article 0767 means more than what it says. They turned to Article 0656 of the *Regs*, and said the tone of the two articles combined suggests that breast insignia may be worn on undress jumpers —not only undress blue, but also undress white.

I still don't believe it. Can you cite something more definite on this subject?—P. R. H., YNCS, usn.

• *We invite your attention to another look at the two "Uniform Regs" articles you cite—0656 and 0767.*

The former pertains to the general regulations for wearing breast insignia on enlisted uniforms, even though the article is in the chapter on Male Chief Petty Officers.

FIRST OF CLASS—*USS Knox* (DE 1052), commissioned this spring, is prototype of 46 destroyer escort ships. Pearl Harbor is her home port.

Article 0767, which handles the same subject for other enlisted men, is understandably brief. In addition to the portion you quote, it says little more than "worn in the same manner as prescribed for chief petty officers."

Back to 0656, and the relevant paragraph (1d):

"Embroidered devices or metal pin-on devices shall be worn on the coats of the Service Dress Blue, Service Dress Khaki, and the Aviation Green Working uniforms. Pin-on devices shall be worn on the coats of Service Dress White and Working Khaki uniforms. Pin-on devices may be worn on the khaki shirt when the coat is not worn and on the blue flannel shirt and tropical shirts."

Granted, this is somewhat misleading, but the spirit of the "Regs" as written, says the uniform expert in BuPers, is this:

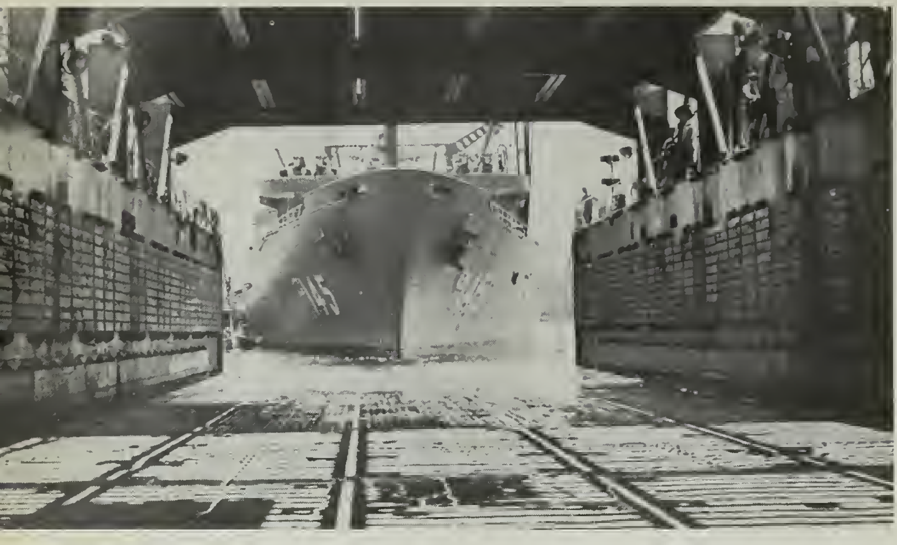
Since breast insignia is worn with Working Khaki and Tropical Khaki shirts, it also may be worn with Undress blue and Undress white jumpers.

"Uniform Regs" is being revised to clear up this and a few other less-than-specific points.—Ed.

The Prerogatives of Seniority

Sir: The service has been stressing retention of rated personnel. Why don't they do as much for the senior men who are getting close to 19 and six or are planning on 30? It seems

IT'S A PROBLEM—Tactical ASW problem is monitored on Contact Evaluator. This is part of the training at ASW Tactical School at Norfolk, Virginia.



IT'LL NEVER—Unusual photo taken after *USS Tortuga* (LSD 26) had ballasted down to receive patrol craft while moored in Subic Bay makes it appear *USS Hassayampa* (AO 145) is about to come aboard the amphibious landing dock.

that after a man has reached 19 and six they care less about him and openly show it.

In my 22 years I have been pushed, crowded, treated with contempt, and given a care-less attitude by all the people serving over and under me.

I lived in a little transit room — about 40 by 15 feet—with seven other senior petty officers for four months, while topside nonrated men had 20-by-40-foot rooms with only four to a room.

I have been without pay for six months and no one seemed real concerned about it. When my back pay caught up with me, the supply officer told me to submit a request for it. The request was approved and I still waited until the next day.

All of my personal belongings and health record have been missing since I was evacuated from Vietnam. No one seems to really care if I get them or not. I have talked to other senior petty officers who have had the same type of experience.

Can there be some way that we senior men can be shown that our time in the service shows something on our part?--GMGC D. E. H., USN.

• *Frankly, Chief, we're astonished. Where did you get the idea that the Navy has a "care-less attitude" toward the career man? Certainly not from the Navy we* KNOW. *It* belongs *to the career men!*

Maybe part of the fault lies with those of us who publicize the Navy's benefits. In our zeal to get first-termers to reenlist, we may have used too much time and column space telling about the goodies they can expect, while neglecting to emphasize the much longer list of benefits available to senior career men.

But we can't take the whole blame. Seems to us that sometime in your 22 years you'd have learned the fact that most *of the Navy's policies and programs are specifically oriented to the career PO. The examples are almost innumerable. Here are a few:*

—The advancement system has a weight factor which recognizes career service. The longer you've been in, the better your chances for that new crow.

—The Proficiency Pay program is limited to career petty officers—men who have served or are obligated to serve a total of seven years or more.

—The ADCOP program is an educational opportunities program strictly reserved for career petty officers.

—The "school guarantee" incentive is available to all rates through chief (although first-termers may apply).

—Transportation of dependents and household goods is limited to PO3s (with over four years' service) and above.

—The "Twilight Cruise" policy is designed as an extra recognition of the career service of petty officers approaching retirement.

—The Retired Serviceman's Family Protection Plan is a benefit provided only to the career petty officer.

—Of course, there's the opportunity for early retirement, with all that entails. There's almost no other occupation from which you can retire with full benefits after only 20 years with the company.

The Navy provides service opportunities up to 30 years or even more for exceptional petty officers if they want it. There are now 13,300 CPOs and above who are serving beyond the 20-year mark—among them 220 who have 30 years or more. Evidently the Navy needs them and they're willing to serve. It's a career man's Navy!

You say you've been "treated with

HMs on Deck Watch

SIR: Is there any regulation that states that hospital corpsmen are not required to stand deck watches?

I don't see why a chief or any other rate in this rating should not stand a deck watch since this is a military function and therefore takes precedence over non-military functions. — TMC C.S., USN.

• *"Navy Regulations," Article 1355 (1948) states that "no member of the Hospital Corps shall be detailed to duties contravening the provisions of the international agreements which pertain to noncombatant status of such persons." But, this doesn't necessarily mean that hospital corpsmen are automatically excused from standing deck watches.*

In other words, commanding officers may detail individuals under their commands to whatever duties the command mission requires, meaning hospital corpsmen may be assigned duties as JOOD and shore patrol watches as medical guards.

This HM watchstanding subject is covered at length in a "JAG Journal" series that ran in the September, October and November 1965 issues, titled: "Status of Medical and Religious Personnel International Law." —ED.

contempt" by men "over and under" you. Article 91 of the "UCMJ" says it's a court-martial offense if a warrant officer or enlisted man "treats with contempt or is disrespectful in language or deportment toward a warrant officer, noncommissioned officer, or petty officer while that officer is in the execution of his office."

So why haven't you been exercising a little stronger guidance from your position as a chief petty officer?

The Navy, like any other organization of human beings, will always include a few men who won't really care, for instance, if you get your belongings back or not, and who therefore won't give you much help to get them back.

The Navy recognizes this problem, and is taking positive action to improve things. A Personnel Management Improvement Committee established by the Chief of Naval Personnel is specifically aimed at improving personnel management at the contact level to reduce the very occurrences you describe. A special project to improve services to Vietnam returnees is underway. Vice Admiral Charles K. Duncan, Chief of Naval Personnel, has urged in his personal newsletter "Tides and Currents" that all Navymen serving their shipmates and families provide courteous, timely and efficient service.

You have legitimate gripes about losing your belongings and not getting help to recover your pay. But such experiences should become less common as Navymen take VADM Duncan's advice.—Ed.

Twilight Cruise

Sir: I believe I will be eligible for 30-year retirement in July 1972, but I'm not sure of this date because there are two pertinent questions I am not able to answer.

Does constructive time count as service performed for 30-year retirement?

Must I be eligible for Seavey transfer ashore before I can request a two-year twilight cruise before retirement?

The *Transfer Manual* states that a request for 30-year retirement should be submitted at least 28 months in advance. Obviously, this allows four months' lead time for assignment to duty of choice for the last two years.

I have been on active duty since March 1943. I have no broken service, but I do have eight months' constructive time.

If I use this constructive time in total service for retirement, I figure that in March 1970 I can request transfer ashore to begin a two-year twilight cruise in July 1970. I then would retire in July 1972.

If I cannot use constructive time, my request for retirement would be made in November 1970. I'd begin my twilight cruise in March 1971 and retire in March 1973.

However, I wonder if Seavey would go along with either date. I have been ashore on recruiting duty for nearly four years, and will transfer to sea this summer. With constructive time, I'd have only one year of sea duty before returning ashore to begin my twilight cruise. Without it, my sea tour would be 20 months.

Does the Seavey procedure permit such short-lived sea tours for shipfitters?—A. D. C., SFC, usn.

- *Assignment to a twilight cruise, or duty of choice for the last two years before 30-year retirement, is a special procedure made outside the usual Seavey rotation system. Therefore, it does not matter how much or little sea duty you have when you request your twilight cruise, provided you are eligible.*

The matter of constructive time is a little more complicated. Certain types of constructive time may be counted toward transfer to the Fleet Reserve (20-year retirement), but do not apply to 30-year retirement.

For the latter, you may count as constructive time only the periods of enlistments and extensions you do not serve when you ship over early (up to three months for each).

For transfer to the Fleet Reserve, you may also count a minority enlistment as a full four years. And, six months or more may be counted as one year toward total service for transfer to the Fleet Reserve, but not for retirement. Thus, you can go out on "19 and six" (but you never hear of an enlisted man voluntarily retiring on "29 and six").

In your case, it has been determined that as of now, you can not retire until March 1973.

However, your current enlistment expires in September 1970, so if you reenlist three months early (in June 1970), you can pick up an additional three months of constructive time that is authorized for retirement. You then could start your twilight cruise in December 1970 and retire in December 1972.

Regarding your twilight cruise, you may request duty in the naval district or U. S. home port of your choice. If you wish, you may ask for a specific city, ship, locality or type of unit, and every effort will be made to give you what you want. However, you can be sure to receive at least an assignment within the naval district of choice, or the home port of choice. Naturally, it is useless to ask for a ship or station with no allowance for your rating.

The printed word on these matters is contained in Article C-13404, "BuPers Manual" (Fleet Reserve); Chapter 19, "Transfer Manual" (Twilight Cruise); and BuPers Inst. 1811.1 series (Retirement).—Ed.

LOOKING UP—Navymen from Fleet oiler USS *Manatee* (AO 58) get a chance to view their ship from bottom up as she undergoes overhaul in the Long Beach Naval Shipyard.

MINE JOB—Navy explosive ordnance disposal team member checks road near Da Nang for booby traps.

Official U.S. Names and Titles

SIR: As long ago as 1966, the *Catalog of Naval Shore Activities* indicated that activities in the United States were not to contain the designation "U. S." in their titles.

In spite of this, I have noticed that the *BuPers Manual* continues to show examples in which the "U. S." is used.

Does the order for the discontinuance of the "U. S." pertain only to mail addresses?—HMCM J. R. B., USN.

• *The basic answer is simple enough. The "Catalog" discusses two separate subjects. Section Two pertains to mail addresses; Section Three refers to titles. But there's a big difference.*

The Naval Records Management Branch, to whom we referred your question, firmly advises you to write mail addresses precisely as shown in the "Catalog."

However, the usage concerning "U.S." in titles is somewhat more iffy. Concerning general correspondence, says Records Management, there is no such thing as an activity name or title which is appropriate in only one exact form for any and all purposes.

Because the question arises so often, our "cognizant" source has gone into some detail for an explanation:

It was the intent that the guidance for including "United States" or "U.S." in activity names apply to management uses generally, and not just to mailing addresses. Section 2 of the "Catalog" is a list of mail addresses, but Section 3 lists titles. OpNav Inst 5450.169, which describes procedures for establishing activities, including the determination of their names, contains the same guidance with regard to "U. S."

It might be pertinent to consider this question: When is a name a name, or a title a title? This nation's most famous document started out as the "Constitution for the United States of America." Yet an official document in which it is disseminated calls it the "Constitution of the United States." Within the document itself, it is referred to as "the Constitution." Many more examples of this "licensed flexibility of language" could be cited.

Concerning the use of "U. S." in the titles of naval activities, it appears that the rules for the variations have not been fully developed and spelled out. Several shore activities are established by legislation, in which their titles are spelled out. In most cases, "United States" is specifically included, and is implied in the remainder. (United States Naval Academy, United States Naval Observatory, for example.) It is reasonable to assume that it is not the intent of the Navy guidelines formally to modify legislation.

The conclusion is that the name of an installation, or the title of an official, often can be expanded or shortened, depending on the circumstances. This would apply not only to "United States," "U. S.," or "of America," but sometimes to "Navy" or "Naval."

Take the following example. In much intra-Navy correspondence, there should be no objection to a reference to "the Oceanographic Office." "Naval" and "United States" can be added to that title as the list of readers is broadened, or the degree of technical legality or formality dictates. In some cases, it may be desirable to insert "echelon information" as well, such as "Department of the Navy" or "Naval Material Command."

As we get the message, the most knowledgeable office in the Navy concerning these matters is advising that we follow the rules insofar as possible, but their application should be modified with a generous application of common sense.

And, speaking of common sense, it is also strongly advised not to go changing titles of naval activities with abandon. Stick to the "Catalog" and you won't get into trouble. The above explanation is intended primarily to demonstrate the why of some lack of consistency.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Wickes* (DD 578)—A reunion is being planned for those serving from June 1943 to December 1945. Contact W. J. Walsh, 106 Arnot Place, Paramus, N. J. 07652, for details.

• *Gamewardens of Vietnam Association*—The second reunion of TF-116 will be held at Little Creek Amphibious Base, Norfolk, Va., at 2 p.m., Saturday, 4 October. Contact LCDR E. L. Schneider, P. O. Box 5523, Virginia Beach, Va. 23455.

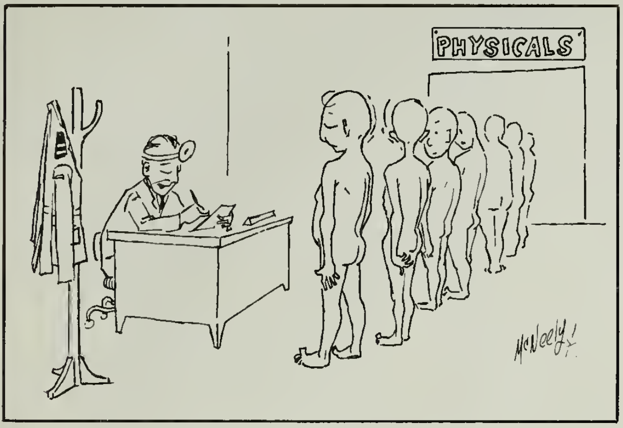
• *Naval Enlisted Reserve Association*—The annual conference will be held at the Sheraton Park Hotel, Washington, D. C. on October 17, 18. Contact Duncan Forsyth, Box 7111, Ben Franklin Station, Washington, D. C. 20044.

• USS *Phelps* (DD 360)—A reunion of the World War II crew is being planned for later this year to be held in Houston, Texas. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77640, for details.

• USS *George Washington* (SSBN 598)—A reunion is being planned for the Blue and Gold commissioning crews some time this October in the New London area. Contact Tony Romiti, 18 Spring St., Gales Ferry, Conn. 06335 for details.

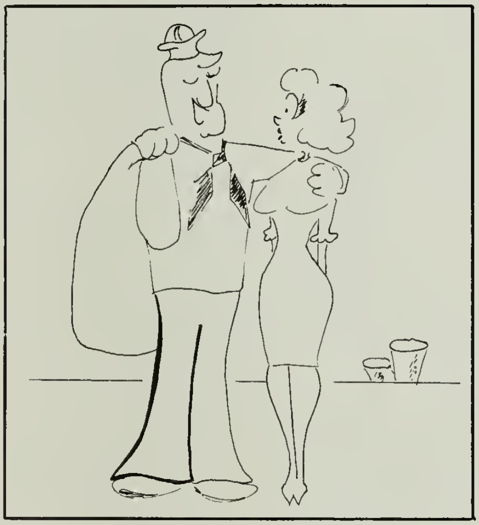
page 63

HMC J. E. McNeely, USN



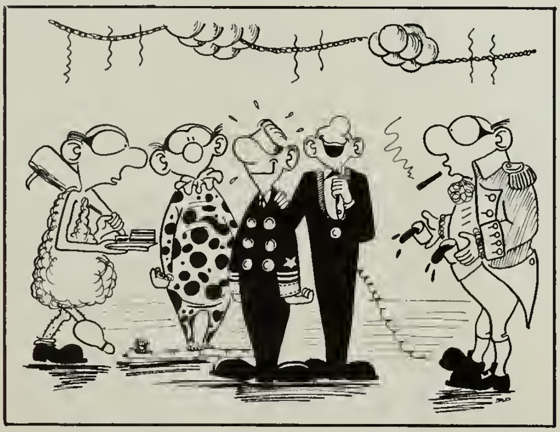
"At ease, men! Smoke if you wish."

SN Shirley L. Makowski, USN



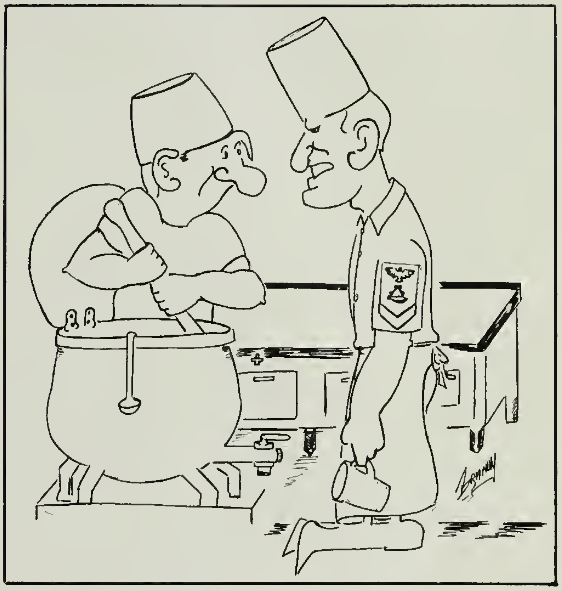
"Now, Rachael, I promise you no matter what port I go to, I'll never look at another American girl."

AC2 Jael B. Little, USN



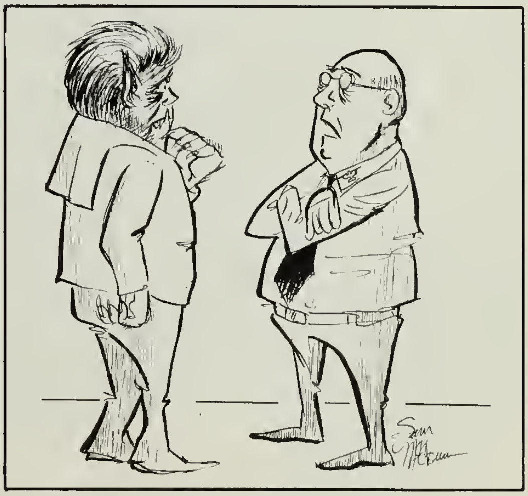
"And the prize for the most original costume goes to Seaman Collins!"

CTC James R. Branum



". . . and the recipe card service is based on time-tested recipes prepared by highly trained experts with long years of experience. But in spite of this, we still manage to put out some decent chow."

JOC Sam E. McCrum, USN



"As staff psychiatrist, Gleasan, I'd say you have a definite personality defect. And you need a haircut as well."

TAFFRAIL TALK

WHAT DOES a U. S. Navy destroyer crew do when the ship's washing machine breaks down, the ship is on deployment in the Mediterranean and the repair parts have to come from the States?

In the case of the crewmen aboard USS *Norris* (DD 859) operating out of Newport, R. I., some turned to doing their laundry by hand, while a few fell back on the old Navy standby of dragging their clothes in the ship's wake.

But—reports Journalist 1st Class Tom Walton, USN, two crewmen decided to do more. Machinist's Mate 1st Class William A. Shealey and Shipfitter 2nd Class Edwin C. Prickett teamed up and manufactured their own washing machine out of an old oil drum, angle iron and a few spare parts.

It was all accomplished during their off time. Shealey spent about 25 hours designing and assembling the machine while Prickett used 16 hours to weld the frame and assist in the assembly.

Ship's servicemen normally operate the laundry, but the two engineering petty officers decided it best to run the "oil drum laundry" themselves because of its unusual mechanics.

Within three days they had the 2500-pound laundry backlog all caught up, with no malfunctions of their machine. It then worked most of every day to keep the crew in clean clothes until the ship hit her next port, where repair parts for the regular washer were waiting.

★ ★ ★

The Navy buying 4000 ducklings? Sounds like a fowl-up in the supply system.

But it wasn't a mistake. The downy birds provided food and a chance for a new economy for the people of a Mekong Delta village attacked and partially destroyed by the Viet Cong.

The enemy had burned the people's homes, polluted their water supply and killed their livestock because the village had helped U. S. and Republic of Vietnam forces.

Navy Lieutenant (jg) Charles F. Foster, psychological operations officer of River Division 573, immediately sent river patrol boats (PBRs) to the village with a five-day supply of water, and arranged to have armored troop carriers of the Mobile Riverine Force deliver lumber to rebuild the village.

That left the livestock problem; so LTJG Foster received the Vietnamese equivalent of $250 from the River Patrol Force's civic action fund—and went to market.

Because of their fast rate of reproduction, ducks were chosen to replace the destroyed livestock. LTJG Foster bought 4000. The quacking cargo was loaded onto PBRs and taken to the village.

The villagers met the crewmen with excitement, warm smiles and deep thanks as they unloaded the ducklings from their boats.

It wouldn't take long for the village to become a going concern again—thanks to the men of the U. S. Navy.

The All Hands Staff

ALL HANDS. The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

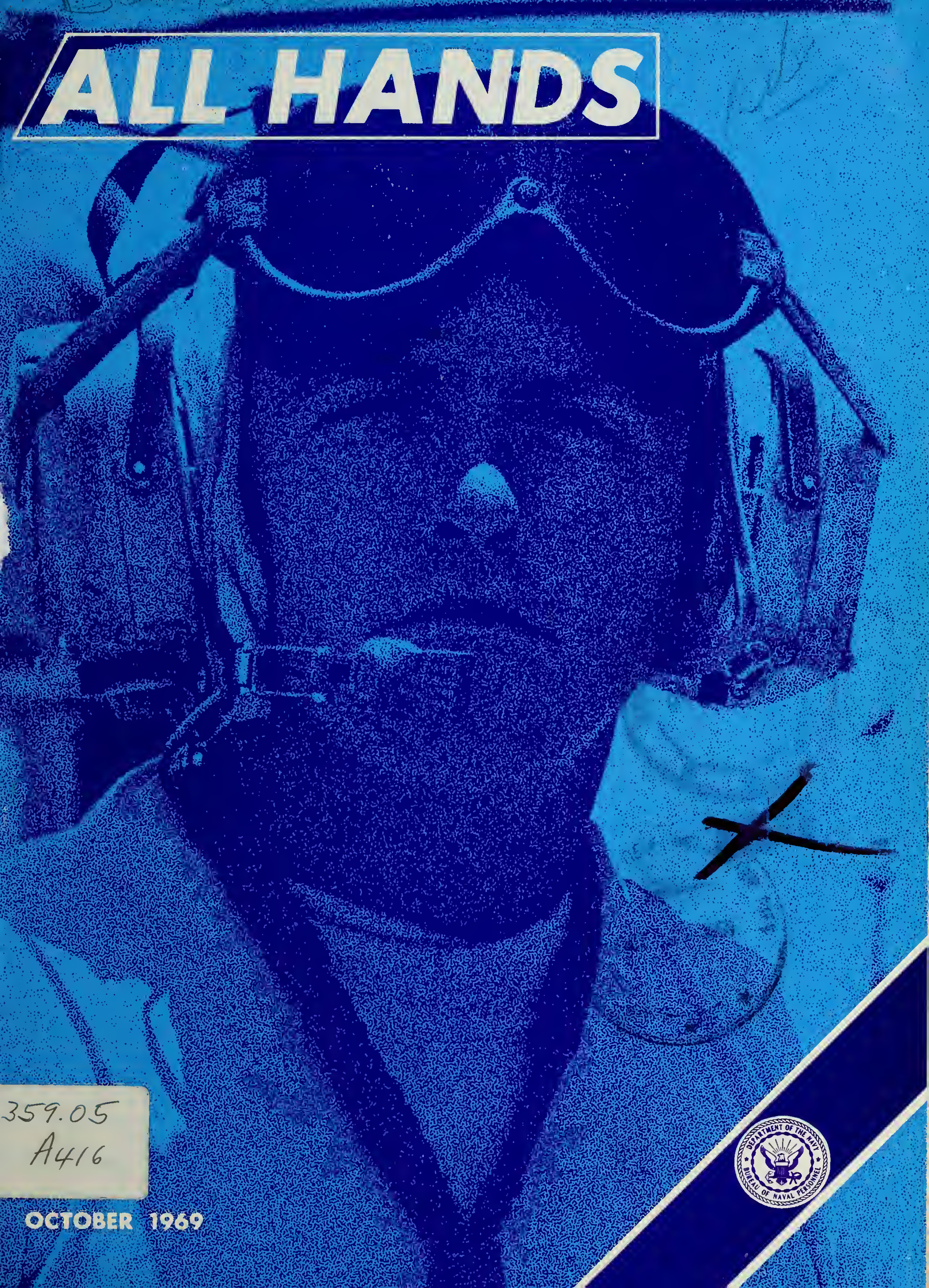
• AT RIGHT: WHITE WATER—Crewmen of USS Donner (LSD 20) fight heavy seas to clear the falls of a motor whaleboat during operational training off the Virginia coast. —Photo by PH3 G. M. Hamilton.

LSD20-2

If you're going to be something, why not be something special?

THE CAREER NAVY

ALL HANDS



OCTOBER 1969

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

359.05
A416

1050

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1969 Nav-Pers-O NUMBER 633

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel

REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

MSTS Far East: "We Deliver" 2
Skilak: Eskimo in Vietnam 5
Standing Naval Force, Atlantic—NATO's Multi-Nation Navy 6
Hunting for Waterspouts 11
The Frogmen Meet the Spacemen 12
The Certified Sailor and His Certificates 16
Finishing School for Navy Chefs 22
All-Navy Cartoon Contest Winners 25
Movie Call 28
Camp Concern at NTC Bainbridge 32

Departments

Today's Navy 34
Letters to the Editor 58

Bulletin Board

Family Protection Plan for Retired Navymen 42
Homeowners Assistance Program 45
Career Counseling Program for Officers 47
Here Are the Facts on Early Releases 48
NESEP for a Scientific Education 49
Choices Offered After Vietnam Tour 50
Health Insurance Following Separation 51
Special Pay and Allowances 52

Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: Flight Deck Petty Officer Dennis Baren supervises handling aircraft aboard amphibious assault ship. Baren, an ABH1, is serving in USS Iwo Jima (LPH 2).

AT LEFT: Escort ship USS Albert David (DE 1050) has electrical cables wrapped around her hull as the ASW specialist is prepared for deperming.—Photo by PH3 Richard L. Klain, USN.

MSTS FAR EAST—

"WE DELIVER"

Addressed to the small group of sailors, the citation began, "For exceptionally meritorious logistical service to United States and Allied forces in the Republic of Vietnam. . . . "

With the citation, signed by the Secretary of the Navy, was a blue, yellow, orange and green ribbon. It ranks 15th among America's 67 military decorations—the Navy Unit Commendation.

This specific award is notable in itself, but to MSTS personnel it has a special significance, because it marks the first time in the 20-year history of the Navy's Military Sea Transportation Service that one of its units earned such an award.

The award-winning command in the spotlight of the $47-million Far Eastern MSTS operations is the 110-man crew of the Military Sea Transportation Service Office, Vietnam (MSTSOV). Captain Henry J. Lyon recently succeeded Captain Louis K. Payne as the unit's CO.

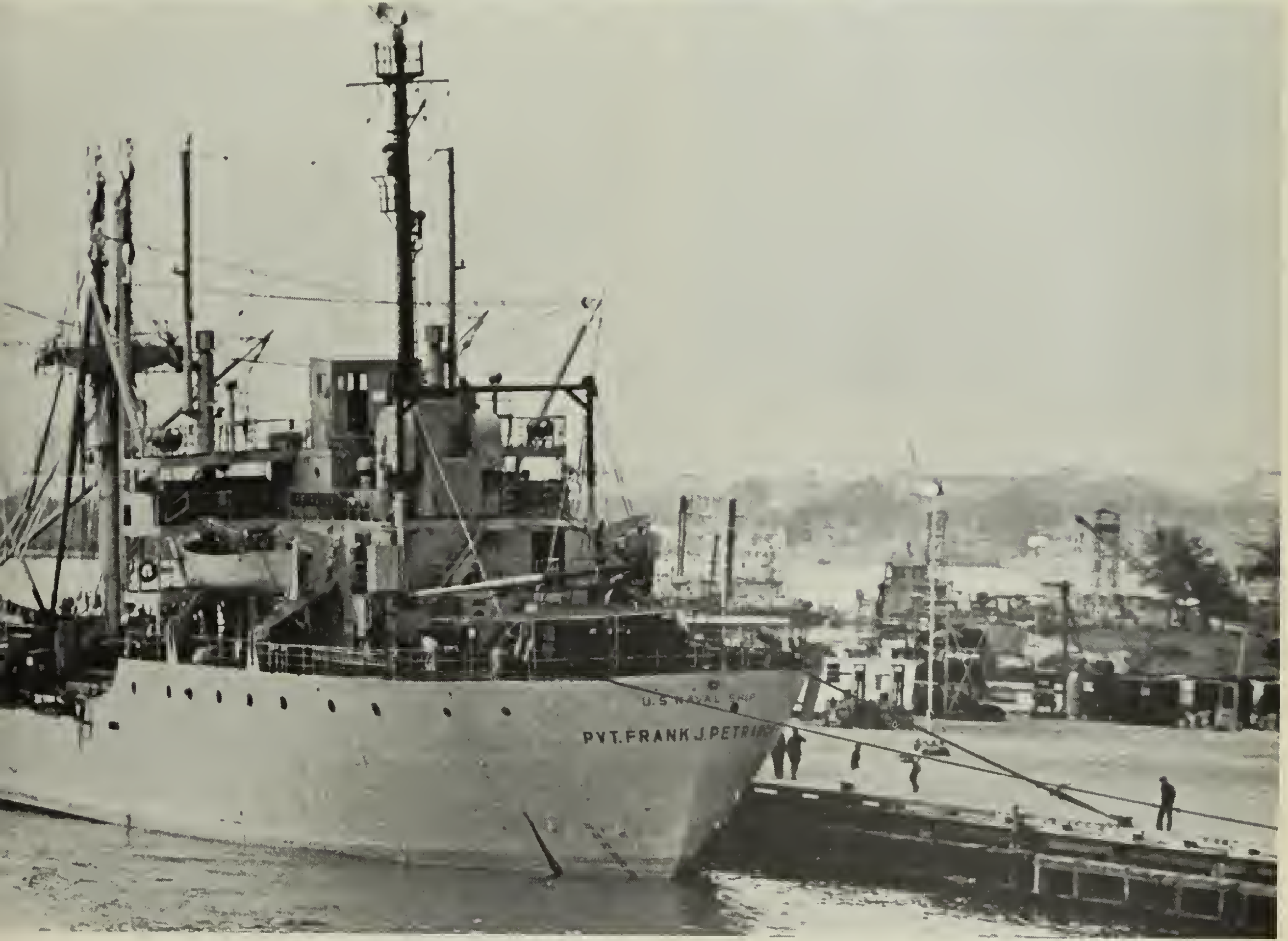
Sealifts to the Republic of Vietnam account for over 96 per cent of the logistics support of American forces and their allies.

"In the face of extremely difficult conditions, including attacks from enemy forces at all locations along the Republic of Vietnam coastline," the citation continued, "MSTSOV, through the able administration of MSTS shipping assets, contributed materially to the success of United States efforts in the Republic of Vietnam."

Delivery of this cargo—some nine-million measurement tons in 1968—does not end at the ports of Saigon, Da Nang and Cam Ranh Bay. It is moved further inland by tugs and barges, fulfilling in-country cargo requirements, as well as those of the major consumers at coastal ports. The tugs and barges of MSTSOV are escorted by river patrol boats as they transit the Viet

Three MSTS Vung Tau unit members read a citation which accompanied award of an NUC Ribbon to members of MSTS command in Vietnam. Photo far right: SKSN Arthur Huntington logs radio message from MSTS ship.

HUNTINGTON
CHRISTY
TRANSPORTATION
NAVY
U.S. NAVY


U.S. NAVAL SHIP
PVT. FRANK J. PETRA

USNS Pvt. Frank J. Petrarca, a unit of MSTS at berth (above) for cargo operations in Saigon. At left: Harbor at Saigon is full of MSTS ships delivering their cargo. Photo at right: BM1 Donald Dircks, MSTS unit member, awaits beaching of USS Caddo Parish, Seventh Fleet LST operating with MSTS Far East.

Above: Meredith Victory, a ship of WW II vintage, is under control of MSTS.

Cong-infested narrow canals and challenging riverways of the swampy Mekong Delta.

In addition to regular cargo, these tugs and barges moved some 100,000 tons of rock each month during 1968 over these same routes to the Delta and to the I Corps Tactical Zone.

TYPICAL of the office's functions is preparation of movement reports on all MSTS-controlled ships arriving and departing ports in the Republic of Vietnam. Harbor husbanding services are arranged, and customs clearance requests are prepared and submitted. Projected activities of the ships are reported daily to Commander MSTS Far East in Yokohama, Japan, of which MSTSOV is a subordinate command.

A regular check is made aboard MSTS-controlled ships to ensure proper stowage and fast turnaround. Before departure of a ship, stowage plans are corrected and an inspection for cleanliness of cargo spaces is made.

The MSTS office is constantly on the alert for unexpected problems that could slow down the tightly scheduled merchant ships lifting urgent military cargo.

Information concerning local conditions is one of the primary benefits gained from the nine strategically placed subordinate MSTS units located in the Republic of Vietnam. Data on local conditions relayed to MSTS Far East may affect determination of cargo bookings for specific ships.

FOR EXAMPLE, the depth of water alongside the loading pier at Vung Tau may be listed on charts and in marine publications as 20 feet, but an actual on-the-spot survey by a MSTSOV unit representative may show that it is really 26 feet. Similar information is obtained concerning terminal facilities, waterfront labor problems, pilotage and many other necessary port services.

Other services may include a variety of jobs such as meeting all arriving MSTS ships, delivery and pickup of mail, assisting with required hospitalization of crewmembers and diverting ships from port to port because of a lack of stowage space, or an immediate requirement for ammunition elsewhere.

A typical MSTS unit serving in the Republic of Vietnam, exclusive of the head office in Saigon, has a crew of about six Navymen: an officer in charge, assistant officer in charge, radioman, boatswain's mate, yeoman and storekeeper. All units and the Saigon office are assisted by MSTS-contracted civilian agencies.

Whether it be ammunition for the Navy SEAL teams in the Mekong Delta, tanks for the Marines near the DMZ, rifles and C-rations for the Army in the jungles, or many other necessary logistical items, their delivery will be coordinated by the MSTS Office, Vietnam.

—Story and photos by
Chief Journalist Byron Whitehead, Jr., USN

USNS Corpus Christi Bay, originally built as a seaplane tender, now provides maintenance for Army helicopters. Right: Tank Landing Ship Luzerne County loads ammunition at Vung Tau for delivery to Mekong Delta.

eskimo in vietnam

Crewman stands the watch to ensure that Skilak stays straight to ramp during loading of cargo.

All kinds of new equipment are being used in tropical Vietnam, such as a shallow draft boat originally designed for use in Alaskan waters.

It's called the *Skilak*, Eskimo word for strange boat. But there's not much that's strange about the YFU. Its concept has been around since World War II when 100-ton cargo craft were used widely.

Today's YFU is larger, with a 200-ton capacity. Of course, its habitability features are greatly improved.

One thing that hasn't changed over the years, however, is the workload demand on the small craft.

More than 80 per cent of the supplies delivered to outlying detachments in the northern I Corps is placed ashore from *Skilaks* like YFU 74, piloted by Chief Boatswain's Mate Eddie Head.

In a typical month of cargohandling, Chief Head and his 10-man crew made 15 round trips, one every 48 hours, from the Naval Support Activity, Da Nang, to various armed forces detachments in the northern provinces.

Trips to and from detachments, such as Hue, Tan My and Chu Lai take about 24 hours; those to Cua Viet and Dong Ha, about 36 hours.

The six-mile journey up the Cua Viet River to Dong Ha, is probably the most difficult, according to Chief Head, because of the ever-present possibility of Viet Cong ambush from underbrush extending nearly every foot along the way. There is also the possibility of enemy rocket attack and command detonated mine attack.

For the trip upriver, the craft's three 50-caliber machine guns are manned and flak jackets and steel helmets are uniform for the day.

The YFU, with its six-foot draft, is ideally suited to the shallow waterways, many of which are spanned by sandbars. River charts are of little use since the bars shift almost overnight. Because of this, Chief Head has had to learn to read the river in order to avoid shallow spots and floating debris that might have mines attached.

Workdays are generally full. Hardly any one of the crew has more than a couple of hours to himself after taking his turn on pilothouse and gundeck watches.

However, one would scarcely be aware that a conflict was going on topside, judging from the accommodations below decks. The YFUs are completely air-conditioned, for instance. And living quarters, while small, nonetheless offer privacy. Then there's the galley, dining and recreation area suitably furnished with all the conveniences, including TV and piped-in music.

All in all, the YFU makes a pleasant retreat after a busy day of loading and offloading cargo.

—Story and photos by PH1 Rus Elder.

YFU 74 shown nested with elder cousins during rare stand-down.

NATO

SACLANT

STA

WHEN SIX SHIPS from the NATO Standing Naval Force, Atlantic, arrived in Boston for a courtesy call in early August, it was an auspicious occasion.

Flags waved, and the crews manned the rails in their varied uniforms. They were greeted at the Boston Naval Shipyard by Rear Admiral Joseph C. Wylie, USN, Commandant of the First Naval District, and a sizable welcoming committee offering multilingual greetings.

The ships, representing six different navies, were under the command of Commodore Berend Veldkamp, Royal Netherlands Navy. They included the frigates HNLMS *Isaac Sweers* (Netherlands); HMS *Dido* (United Kingdom); FGS *Hamburg* (Germany); NRP *Almirante Pereira Da Silva* (Portugal); HMCS *Assiniboine* (Canada); and USS *McCaffery* (DD 860) (United States).

The visit was a historic one, for the Standing Naval Force, Atlantic (STANAVFORLANT), is the world's first multinational naval squadron to be formed on a permanent basis in peacetime. It was activated in Portland, England, on 13 Jan 1968.

The new naval force was an outgrowth of the developing NATO sea forces. Here is an in-depth look at its origin.

Flags of NATO nations fly together.

ON 17 Jun 1967, Admiral Thomas H. Moorer, USN, then Supreme Allied Commander Atlantic, made an announcement concerning the sea arm of the North Atlantic Treaty Organization.

He revealed that a permanent naval force, made up of ships from countries of the NATO Alliance, had been approved in principle within NATO. The following January NATO's first Standing Naval Force, Atlantic (STANAVFORLANT), was activated (at Portland, England), after having been approved in full at the NATO "ministerial meetings" in Brussels in December 1967.

Historically there is little new in the concept that men of different nationalities can serve effectively together at sea. Down through the years maritime history has recorded the accounts of forces joined together to battle a common enemy.

The crew of John Paul Jones' ship, *Bon Homme Richard*, for example, was drawn from many nations. Some of the sailors had not even set foot in the United States when they became members of the crew

NAVFORLANT

of the fledgling nation's man-of-war. Their record brought fame to the American Navy.

In more recent times, warships of allied nations have sailed together in two world wars.

But now, for the first time in modern history, a permanent, international naval force has been formed. Its name: Standing Naval Force, Atlantic.

The primary functions of STANAVFORLANT are: first, to provide a symbol of political and military solidarity of the NATO alliance; and secondly, to provide a seagoing nucleus—a catalyst of naval security spanning the Atlantic Ocean from Europe to North America.

When the North Atlantic Treaty Organization was established a little more than two decades ago, its purpose was to provide its member nations with some measure of collective security against aggression in Europe or North America.

Today, its Standing Naval Force, Atlantic, is tasked with a variety of missions, not the least of which is to symbolize NATO's resolve to counter any threat to NATO's freedom of the seas and seaborne communications which are vital to the existence of the Atlantic community.

The facts of geography make NATO's allies almost entirely reliant upon sea lines of communica-

Ships of North Atlantic Treaty Organization Standing Naval Force Atlantic steam into Boston harbor.

tion. On any day in the North Atlantic there are over 3000 merchant ships carrying the raw and finished materials needed by the NATO nations to keep their economies alive. This fact has earned the Atlantic Ocean the label of "lifeline of the western world."

THE STANDING NAVAL FORCE is composed of between four and eight destroyers or frigates operating together as one squadron on a continuous basis. Ships of various nationalities will normally operate with the Standing Naval Force on a rotational basis, being relieved by a unit of the same nationality or by another nationality.

The rotational procedure offers the least disruption to national training programs and overhaul cycles for the ships involved. It permits the maximum numbers of ships to participate as units of the integrated NATO force. Command of the squadron will be rotated among the participating navies. The commander of the squadron will serve for approximately one year before being relieved.

The Standing Naval Force came into being following a series of Match Maker exercises. The success of these NATO exercises, and the excellent training they provided, brought the conclusion that the force was both feasible and highly practical.

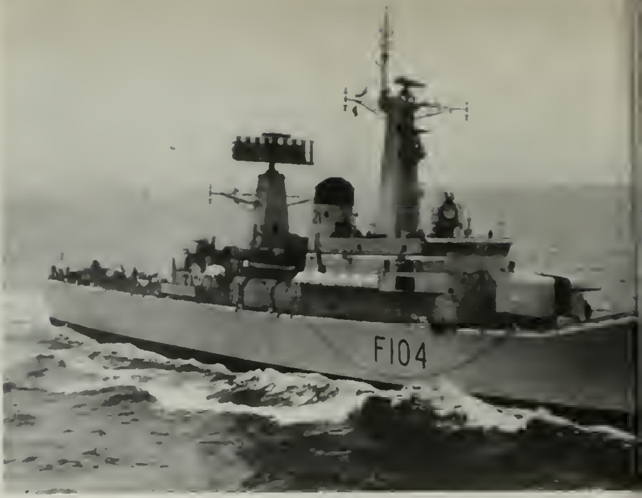
Through establishment of STANAVFORLANT, greater usage could be made of individual national services, thus "maximizing" (according to one account) the state of training facilities for all the participating navies.

Equally significant, the Standing Naval Force, Atlantic, spotlights the solidarity of the NATO alliance. With each new exercise and port visit on both sides of the Atlantic, it demonstrates the fact that many NATO ships, each flying its individual national flag, can operate in unity and common cause.

In summary, the objectives of STANAVFORLANT are to:

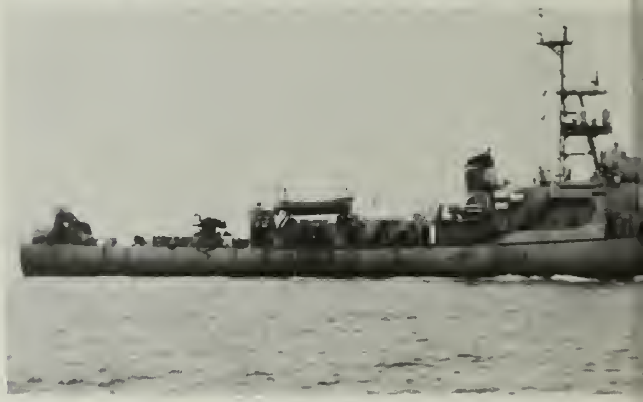
- Maintain naval effectiveness within NATO at a high level, by providing squadron experience and training on a continuous multinational basis.
- Provide clear evidence of the unity of the NATO nations by showing the flags of various member nations in a single, multinational force.
- Be available and ready for immediate deployment to the scene of any possible contingency situation to reaffirm the solidarity of the NATO alliance, and provide a visible deterrent force.
- Provide the initial elements around which a more powerful and versatile NATO naval force could be formed.

ON 30 Jan 1952, three years after the signing of the NATO treaty in Washington, D. C., the Allied Command, Atlantic (ACLANT), was established in Norfolk, Va.



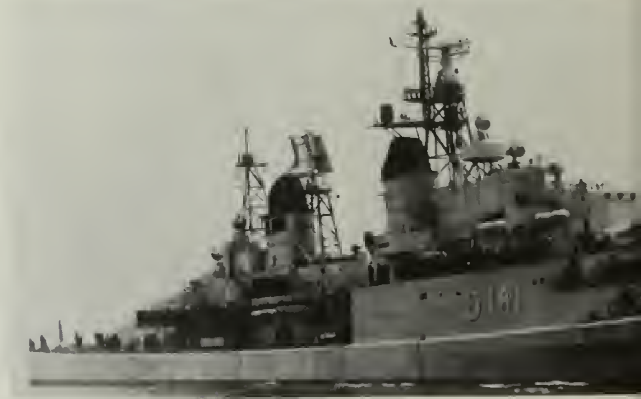
United Kingdom

General purpose frigate HMS Dido (F104), commissioned in 1963, is equally able to engage surface ships, aircraft and shore batteries as well as ASW assignments. She is armed with triple-barreled ASW mortar, a twin 4.5 turret forward and two 40-mm AA guns aft. A Wasp copter with torpedoes extends her ASW punch.



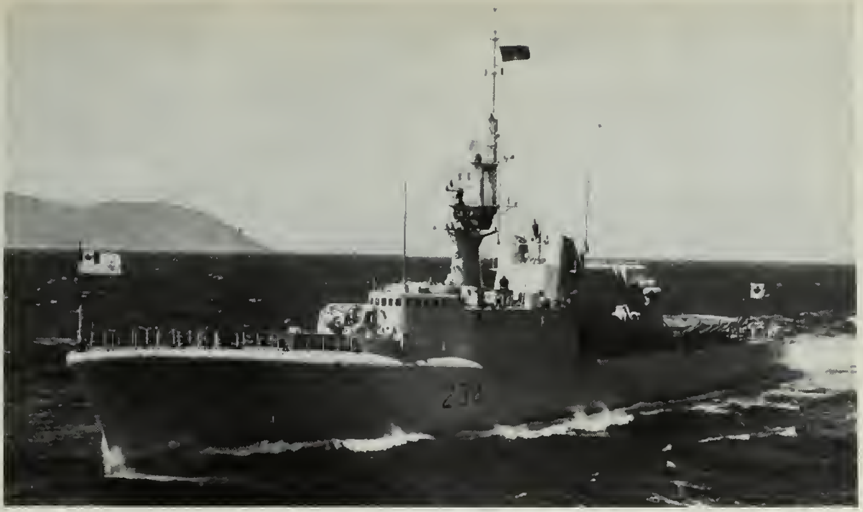
Portuguese Navy

The Portuguese frigate Almirante Pereira Da Silva was completed in Lisbon, Portugal, in 1967. She displaces 1900 tons, is 314 feet long, has a beam of 36 feet and a draft of 17 feet. Main armament includes dual purpose 3-inch guns in two twin mounts, two Bofors antisubmarine weapons and two torpedo launchers.

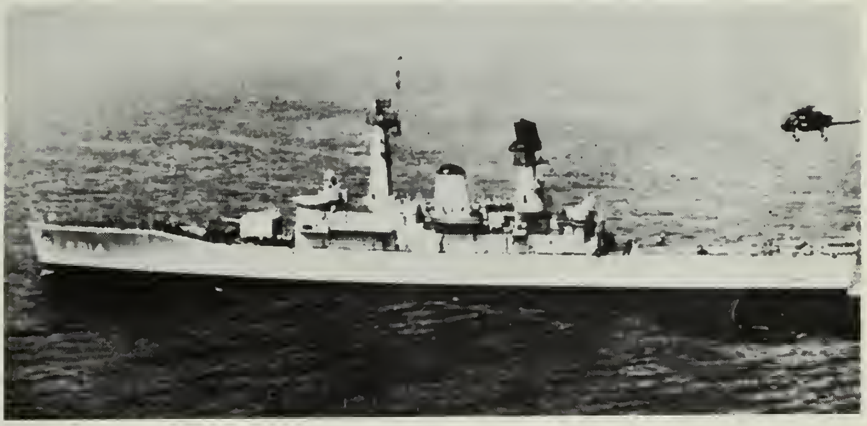


Federal German Navy

Federal German Navy destroyer Homburg (DD 181) was commissioned in 1964 and recommissioned after refitting in 1969. Homburg is 440 feet long and is armed with four 100-mm turrets, four 40-mm antiaircraft guns, torpedo tubes and medium range antisubmarine rocket launchers.



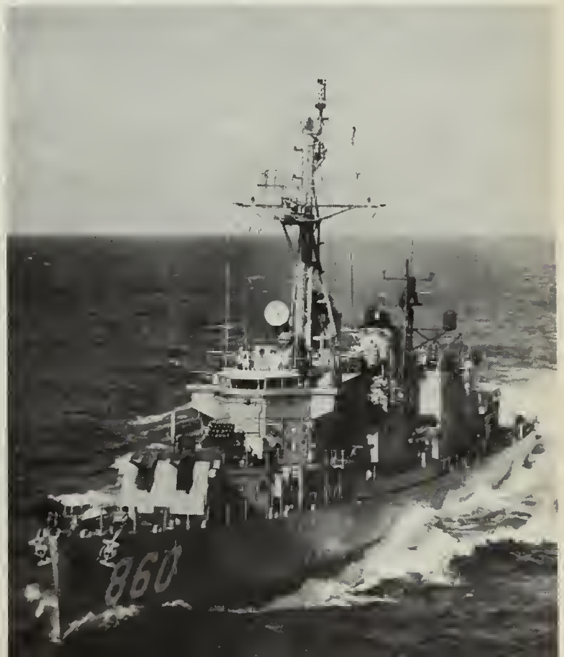
Royal Canadian Navy
HMCS Assiniboine is a destroyer escort converted to carry a helicopter and fitted with Canadian variable depth sonar. Assiniboine has a copter hangar and flight deck and is equipped with roll-damping fins to steady her copter operations in rough weather. She is fitted with a 3-inch twin gun mounting, a triple-barreled antisubmarine mortar mounting and homing torpedoes.



Royal Netherlands Navy
Royal Netherlands Navy frigate HNLMS Isaac Sweers was commissioned at Amsterdam in 1968. Designed for offensive ASW she carries a lightweight copter with homing torpedoes in addition to 4.5-inch twin turret guns, a three-barreled depth-charge mortar, and two Sea Cat AA missile launchers.

STANAVFORLANT

United States Navy
United States destroyer USS McCaffery (DD 860) has seen service in both the Atlantic and Pacific, including a tour in Vietnam waters. She has also served as a recovery ship for Gemini 9 and 11 space flights. Her armament includes two drone ASW copters, one twin 5-inch, dual purpose mount, two 21-inch fixed torpedo tubes and six antisubmarine homing torpedo tubes.



Commanding officers of NATO ships pose with Squadron Commodore Berend Veldkamp (center) of Royal Netherlands Navy.

The Supreme Allied Commander is, by agreement, a U. S. Navy admiral. He is nominated for the post by the President of the United States, and his appointment must be approved by the North Atlantic Council, NATO's highest governing body.

The Deputy Supreme Allied Commander is a British vice admiral.

There have been six Supreme Allied Commanders. The late Admiral Lynde D. McCormack commissioned ACLANT in April 1952, and was succeeded by Admiral Jerauld Wright in April 1954. Admiral Robert L. Dennison was next appointed to the post in February 1960, and was relieved by Admiral Harold Page Smith in April 1963. Upon his retirement in May 1965, Admiral Smith was relieved by Admiral Thomas H. Moorer, now Chief of Naval Operations. Since 17 Jun 1967, Admiral Ephraim P. Holmes has been the Supreme Allied Commander Atlantic.

The Allied Command Atlantic is primarily a planning staff in peacetime and an operational staff in wartime. It is composed of about 150 Army, Air Force, Navy and Marine Corps officers from Canada, Denmark, Italy, The Netherlands, Norway, Portugal, the United Kingdom and the United States. Iceland, the ninth nation in this international ocean command, provides base facilities. Two other NATO countries —The Federal Republic of Germany and France— have liaison officers at the SACLANT headquarters in Norfolk, Va.

There are over 12 million square miles of Atlantic Ocean for which the Supreme Allied Commander is responsible. This vast area extends from the North Pole to the Tropic of Cancer and from the coastal waters of North America to those waters of Europe and Africa.

NATO nations have earmarked naval units for assignment to an allied fleet in the event of a conflict. If it ever had to be assembled, this fleet would consist of more than 500 ships and 1500 aircraft.

To insure the readiness of such a force, SACLANT and his subordinate commanders conduct many exercises each year, testing the abilities of nationally integrated forces in such areas as communications, logistics and antisubmarine warfare.

As part of the program for mutual protection the NATO alliance maintains an Antisubmarine Warfare Research Center at La Spezia, Italy. It was established in 1959. The center has an international staff of scientists and technicians divided into three main operating divisions. The primary research medium is the Mediterranean Sea, with investigations being conducted from the ship *Maria Paolina*, a converted 2100-ton merchant ship. With its present arrangement, the ASW Research Center is capable of taking on research projects of its own, in addition to those directed by SACLANT or requested by NATO nations.

THE ALLIED COMMAND Atlantic, in a wartime situation, would have the job of providing protection of the transatlantic shipping lanes, protecting the coasts of North America and Europe, and supporting the Allied Command, Europe, in the defense of Europe.

To meet these responsibilities, ACLANT is divided into two major geographical command areas, the Western Atlantic and the Eastern Atlantic.

Within this framework there are three principal subordinate commanders directly responsible to SACLANT:

- The Commander in Chief, Eastern Atlantic (CINCEASTLANT), in Northwood, England;
- The Commander in Chief, Western Atlantic (CINCWESTLANT), in Norfolk, Va.;

And Commander Striking Fleet, Atlantic (COMSTRIKFLTLANT), a seagoing command home-based in Norfolk, Va.

Another geographic command area, encompassing the approaches to Gibraltar and known as the Iberian Atlantic Area (IBERLANT), has its headquarters in Lisbon, Portugal.

SACLANT's second seagoing command is the Commander of Submarines, Allied Command Atlantic, with headquarters in Norfolk, Va. This functional command is responsible for coordinating all NATO submarine plans in the Atlantic area—both in WESTLANT and EASTLANT. It also advises SACLANT on all U. S. submarine operations in the Atlantic.

The jobs of CINCEASTLANT and CINCWESTLANT are tied into the wartime tasks of the Allied Command Atlantic. The Striking Fleet, the nucleus of which is the U. S. Second Fleet, is a functional rather than an area command. As such, it would assume the major responsibility for actually carrying out the assigned wartime jobs.

This, very briefly, is the rundown on the NATO organization—SACLANT and STANAVFORLANT — the world's first multination naval squadron to be formed on a permanent basis in peacetime.

Translated into action it means cooperation on the high seas by many nations to keep the sea lanes of the North Atlantic open.

HUNTING FOR WATERSPOUTS

DID YOU KNOW that waterspouts frequently leave a wake in the water, the same as those left by small boats?

That the visible "spout" of a waterspout is not seawater which has been sucked up, but condensed water vapor caused by low pressure at the center?

That some waterspouts rotate the "wrong way"? (That is, they rotate clockwise, when they're expected to go in the opposite direction.)

Pilots of Air Antisubmarine Squadron 30 learned these and other newly discovered facts about waterspouts recently. Gerald H. Clemons described the Waterspout Research Program being conducted in the Lower Keys with headquarters at Weather Bureau Office, Key West, Fla., by the Environmental Science Services Administration (ESSA).

This program is a coordinated effort between National Hurricane Center, Miami, and Weather Bureau Office, Key West, and was conceived by Project Director Joe Golden for his PhD dissertation topic. Clemons is the principal investigator at Key West in charge of documentation and time lapse photography from the ground.

By studying these waterspouts, ESSA scientists hope to find ways of forecasting tornadoes over land areas. Because waterspouts usually are found with less severe weather patterns and usually cause less property damage than tornadoes, they can be investigated with less danger to the researchers.

THE FLORIDA KEYS were selected for this study because of the frequency with which waterspouts occur in the area and availability of ground support from an observing network.

When military pilots report sighting a waterspout, its accurate position is relayed to the Weather Bureau at Key West International Airport. ESSA researchers switch on an automatic camera to take pictures —one every 15 seconds—of the weather radar's scope.

These pictures are studied to find some clue to the waterspout's formation. So far, the scientists have noted several echo patterns which appear on the radarscope after a waterspout has formed. If they can find echo patterns which form before the waterspouts are born, accurate identification forecasting will be that much closer.

Experiences of pilots flying in and around waterspouts also are studied in the search for clues. In most cases, pilots report only light air turbulence near the spouts. However, one pilot who flew into a waterspout at an altitude of 800 feet reported that several minutes later it turned his airplane loose—upside down 8000 feet higher!

Researchers have noted that waterspouts form more frequently during certain hours of the day. They feel this may be caused by the sun's heating effect over the shallow waters surrounding the Keys.

Also a weather pattern which spawns waterspouts one day will be likely to spawn them during the next day as well. By tracking these patterns as they move from place to place, more accurate waterspout forecasting may be possible.

Pilots of air antisubmarine squadrons help collect information by reporting all waterspouts seen during flights in the Florida Keys area.

THE FROGMEN MEET

NT
NAVY
HS-4
66
2711

THE SPACEMEN

THERE IS NO RECORD that the humanoids from the space vehicle asked the frogmen for an escort to their leader. Remarks this time were strictly business but, on a previous occasion, concerned the sweetness of the earth's atmosphere.

The humanoids, of course, were astronauts who had returned to Planet Earth after a walk on the moon and the frogmen were Navy swimmers from Underwater Demolition Team 11. Swimmers from UDT 12 remained aloft in a helicopter ready to intervene in any emergency.

Unseen by either astronauts or frogmen was an audience of millions of earthlings who had watched the entire space spectacular on television from the moment the *Saturn* rocket blasted from its launching pad until the astronauts were safely aboard USS *Hornet* (CVS 12). For them, the event which President Nixon called the greatest since creation had proceeded like a well rehearsed performance.

A well rehearsed performance? It most certainly was.

Astronauts, frogmen, *Hornet's* crew and everyone concerned with maintaining and flying the *Sea Kings* of Helicopter Squadron Four had done it all many many times before.

The pilots and swimmers who played the more active roles knew their parts well. So thoroughly rehearsed was the drama's finale that, for the men of the helicopter squadron, the performance seemed almost an anticlimax. To the swimmers who had repeatedly practiced their parts before leaving their Coronado base, again after they reached Hawaii and still again near the recovery site itself, the actual performance could have been just another dress rehearsal.

LIKE THE SCIONS of great theatrical families, the men of the helicopter squadron were historically prepared for their part in the *Apollo* drama, for Squadron Four's choppers had also been on hand to welcome returning astronauts from *Apollo* Missions VIII and X.

The frogmen were even more historically cut out for their job. Their preparation began during World War II when Marines landing on a Pacific beach would find welcome signs erected by UDT men who had cleared a way for them. Like the men of HS 4, the underwater demolition men of teams 11 and 12 had also participated in previous *Apollo* dramas.

When the great day arrived, everybody on board *Hornet* was well prepared for the drama's final act and confident that the recovery would come off as planned and practiced. The rest of the world was hoping that all would be well. The men of *Hornet* knew it would be.

The working conditions were not the best. The recovery site had been changed once to avoid bad weather and, even at the new location, the water was far from calm—rather high waves and heavy swells.

In the darkness before dawn it was easy to imagine that sharks were in the recovery area as there had been on at least one other *Apollo* splashdown.

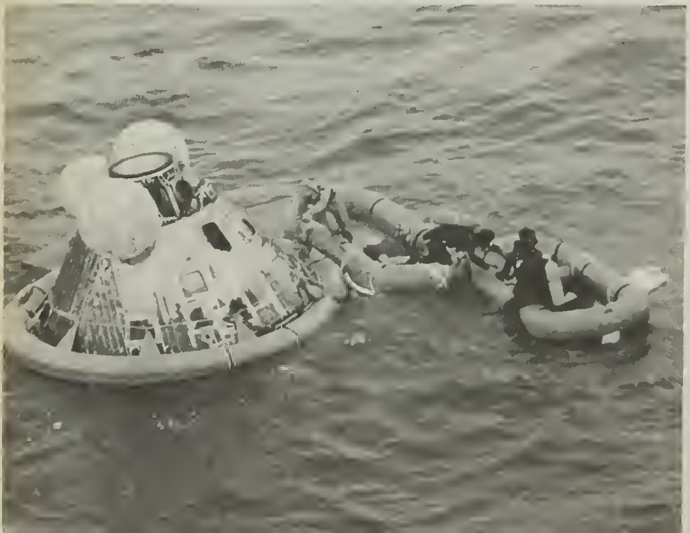
Imperfect conditions notwithstanding, the drama's finale could not be postponed nor could it be trans-

LT Clarence Hadleberg, BIG swimmer, talks with AWC Ralph Slider, chief aircrewman, during Apollo 11 recovery exercise. Photo below: Two aircrewmen pause during recovery training.

Recovery helicopter drops UDT crewman during practice for an Apollo recovery operation.

Billy Pugh rescue net is lowered during Apollo 11 practice mission.

Below: UDT 11 swimmers enter raft as LT Hadleberg, in Biological Isolation Garment, moves to Apollo 11.



ferred to another theater. Helicopters with the waiting swimmers were hovering in the darkness above *Hornet* waiting for the command module to sweep across the predawn sky.

The fireball was first sighted from a helicopter and soon after by other Navymen watching from *Hornet's* deck. The capsule's drogue chutes opened at 34,000 feet and the main chute opened at 10,000 feet. *Apollo* floated to her splashdown and Helicopter Squadron Four with the men of Underwater Demolition Team 11 went to work.

When the capsule had landed, swimmer helicopter 53 moved in to mark the command module's position and to stand by in case there were difficulties.

The space vehicle was upside down in the water but that matter was soon corrected from inside when the astronauts righted themselves by inflating balloon-like bags on the submerged topside.

A helicopter filled with photographers hovered at about 60 feet above the scene and swimmer helicopter 64 made its approach. Three UDT swimmers dropped into the Pacific near the capsule.

Once in the water, the frogmen went to work attaching the flotation collar to the capsule and securing their life rafts. The job was done carefully and without waste making haste.

As the team's work progressed, helicopter 66 made a slow approach and dropped another frogman called the BIG swimmer. BIG didn't refer to the fourth swimmer's size. When helicopter 66 made another pass, it lowered a bag of Biological Isolation Garments more conveniently known as BIGs. There was a suit for each astronaut and one for the BIG swimmer.

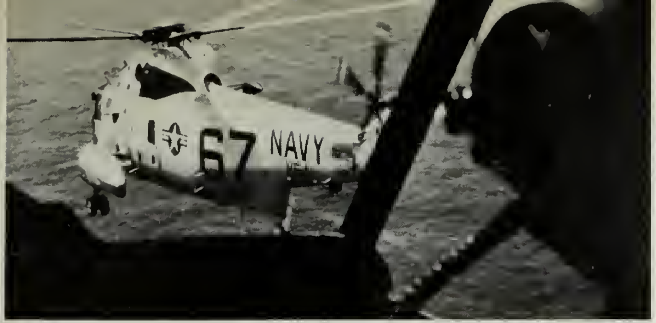
Inasmuch as there might be danger from microorganisms against which earthmen had no defense, one of the life rafts with the un-BIGed swimmers moved upwind from the command module about 100 feet and the lone swimmer who, by this time, was himself clad in an isolation garment, opened the capsule's door just long enough to throw the other three suits inside.

After a short wait, the hatch again opened. The three astronauts, dressed in isolation suits, came out and the lone swimmer circled the capsule to decontaminate it.

After the command module had been made biologically safe, each of the astronauts and the swimmer took turns performing the same service for each other and the rescue net was lowered from the hovering helicopter. Another picked up the capsule and transported it to *Hornet's* deck.

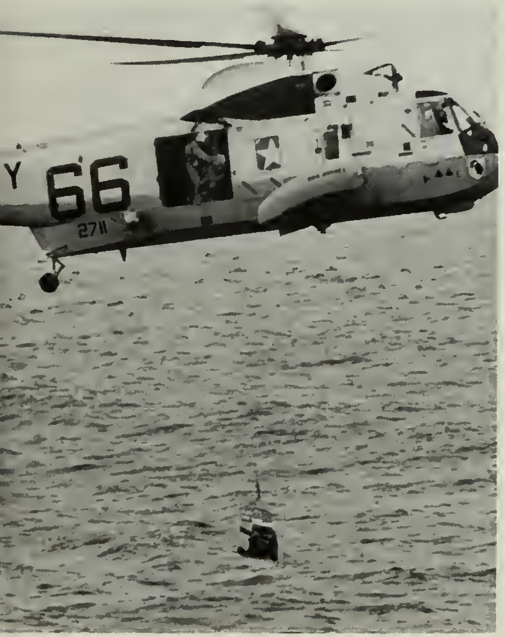
Aboard the carrier, the astronauts were greeted by a jubilant crew, the captain and the President, whom the astronauts, *Hornet* with her crew, helicopters and swimmers, had made the happiest man in the world.

—Apollo XI photographs by
PH2 Milt Putnam, USN.

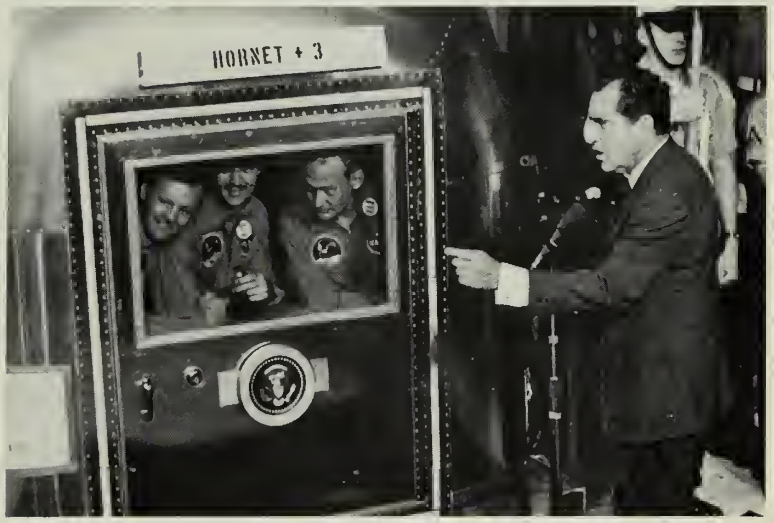


Sea King helicopters of HS 4 during practice recovery mission.

UDT members of Navy recovery team (left to right): SW2 Bill Threet, AMC Glenn Smirer, LT Clarence Hadleberg.



Recovery helicopter hoists astronaut Neil Armstrong during Apollo 11 pickup.



President Nixon greets astronauts Armstrong, Collins and Aldrin aboard USS Hornet.

What It Takes to Be a Frogman

Greeting astronauts is fine—even an honor—but it isn't the regular work done by the men of UDT 11 and 12.

Like other UDT men, *Apollo* swimmers are in the Navy to explore amphibious landing approaches and to demolish obstacles which may hinder the Marines when they come ashore.

While they are about it, they are also expected to bring back a few diagrams of the beach.

To do such work under the enemy's nose takes guts. It also takes a fine physique and a stable personality. The Medical Department sees to it that beginning UDT swimmers have both.

Here, briefly, are some of the things an underwater demolition man must know and be able to do after he passes the entrance requirements:

- A UDT man must learn to withstand sea pressure at a depth of 200 feet while breathing air.
- He must know the advantages and limitations of all assigned scuba, including Emerson and Mark IV diving rigs; how to maintain them and other UDT equipment.
- There is also the ability to get into and out of diving equipment while underwater and to ascend with no equipment at all from over 30 feet.
- A UDT swimmer must also learn to use explosives underwater; to move about using small submersible vehicles and to use hand-held sonar as well as other underwater equipment.
- UDT men are also taught the use of small arms; how to map beaches and to recognize and treat the maladies to which underwater workers are prone.

The Certified Sailor

THERE ARE serious ones, humorous ones and unusual ones. But any Navyman worth his salt will never rest until he has a scrapbook full of them.

They're the unofficial certificates that document where a sailor has been, what he's done, and most importantly, what he is—a Shellback or a Blue Nose or a Mossback or a Double Centurion. Or even a Goldfish or Sea Squatter.

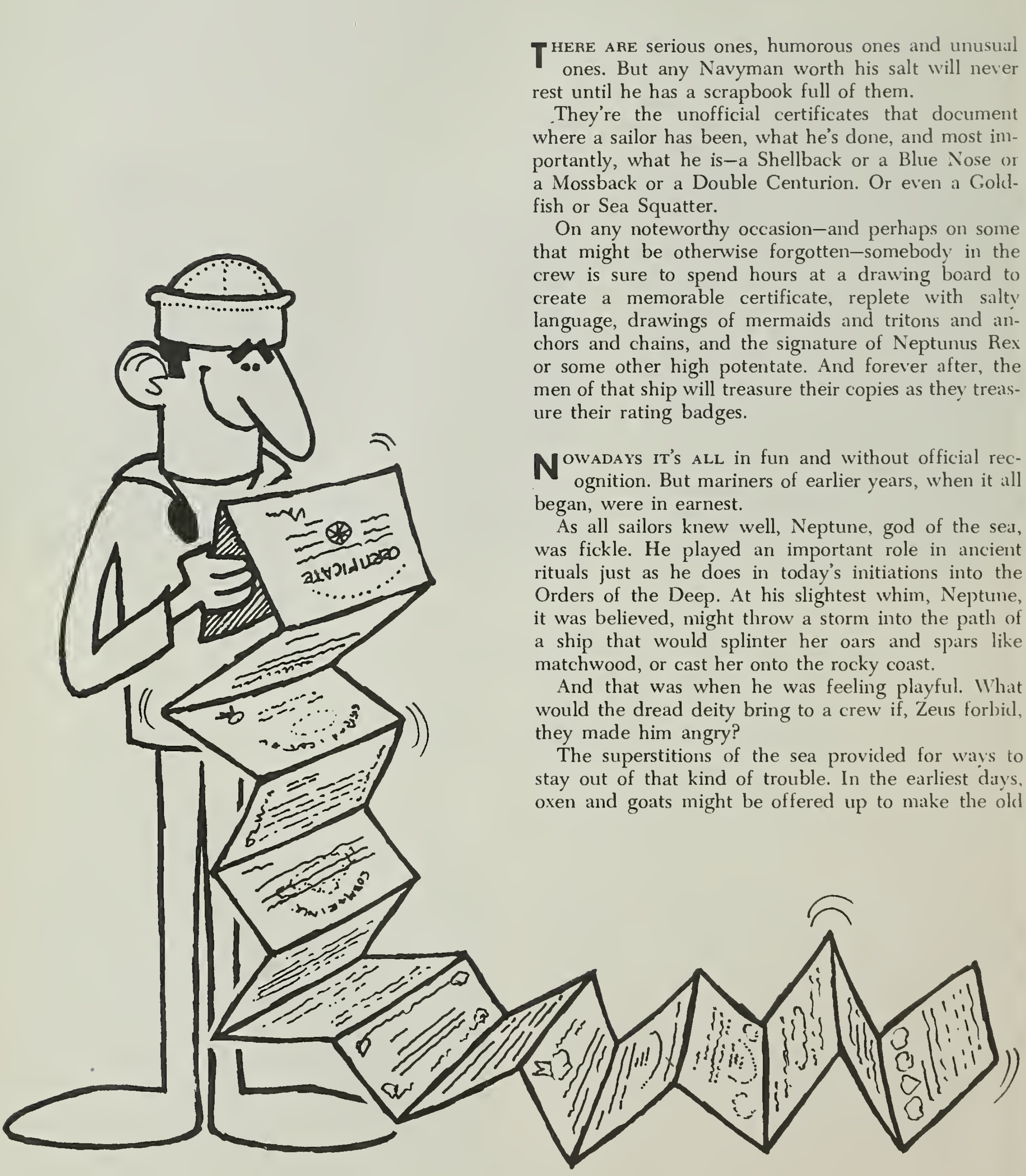
On any noteworthy occasion—and perhaps on some that might be otherwise forgotten—somebody in the crew is sure to spend hours at a drawing board to create a memorable certificate, replete with salty language, drawings of mermaids and tritons and anchors and chains, and the signature of Neptunus Rex or some other high potentate. And forever after, the men of that ship will treasure their copies as they treasure their rating badges.

NOWADAYS IT'S ALL in fun and without official recognition. But mariners of earlier years, when it all began, were in earnest.

As all sailors knew well, Neptune, god of the sea, was fickle. He played an important role in ancient rituals just as he does in today's initiations into the Orders of the Deep. At his slightest whim, Neptune, it was believed, might throw a storm into the path of a ship that would splinter her oars and spars like matchwood, or cast her onto the rocky coast.

And that was when he was feeling playful. What would the dread deity bring to a crew if, Zeus forbid, they made him angry?

The superstitions of the sea provided for ways to stay out of that kind of trouble. In the earliest days, oxen and goats might be offered up to make the old



man of the sea more favorably disposed. He could, under proper circumstances, become downright protective and benevolent.

Also, in those early rituals, the location of the rites had to be right. If every element surrounding the ceremonies was not just so, all Hades might break loose. The location of the ship had an effect on how acceptable the honors to Neptune were. A rite performed off certain capes (for instance, those with temples on them) would work best.

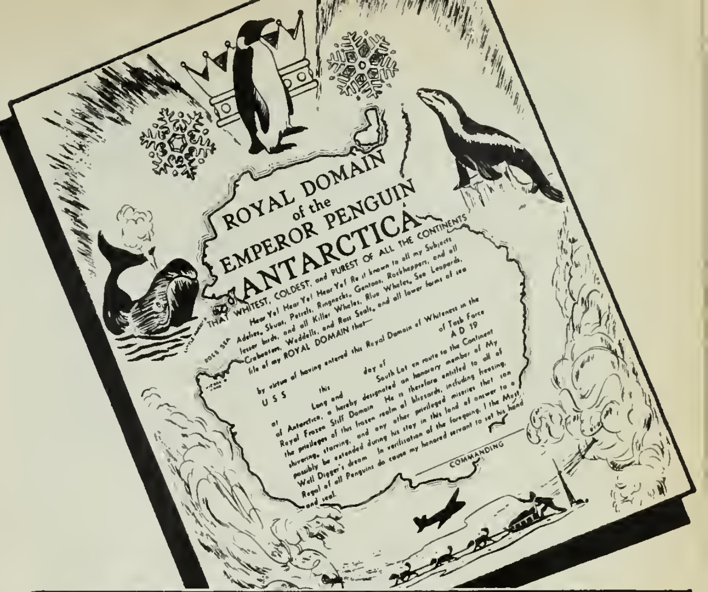
And finally, the apprentices had to be instructed in the behavior that was acceptable and unacceptable. As a later Ancient Mariner discovered to his grief, the rulers of the deep frown on anyone who kills an albatross. There were dozens of such strictures—and woe betide the sailor, no matter how green, who transgressed just one.

As previously stated, an ox or a goat was normally offered to appease the sea gods. But not always. Jonah, for example (as our Bible experts recall), was dropped over the side when the crew of the ship on which he was a passenger decided he had brought on the storm that threatened to wreck them. It worked. The storm stopped, Jonah was picked up by a passing whale, and the ship sailed on.

Even as late as the 17th century, when no one (well, hardly none) believed in Neptune or other marine deities any more, initiation into the mysteries of the deep could be a rough process. According to a writer of the time, apprentices "who pass certain places, where they have never passed," undergo various penalties—for example, to be dropped "from the yardarm into the sea."

Such are the origins of the granddaddy of all seagoing ceremonies: the shellback initiation when a ship crosses the Equator, in which "pollywogs" (men who haven't previously crossed the Line) become "shellbacks" (fit subjects of King Neptune).

The colorful tradition and ceremonious rituals survive, but anything dangerous or demeaning is prohibited by Navy regulations today.

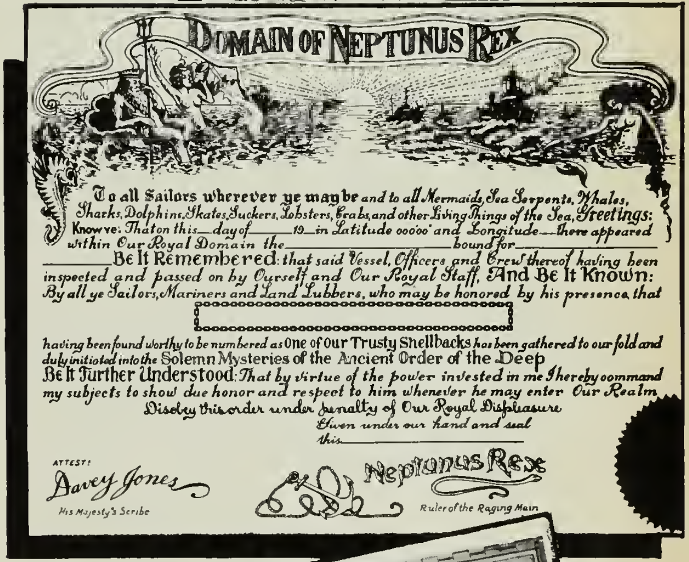


ROYAL DOMAIN
of the
EMPEROR PENGUIN
ANTARCTICA

THAT WHITEST, COLDEST, and PUREST OF ALL THE CONTINENTS
Hear Ye! Hear Ye! Hear Ye! Be it known to all my Subjects
Adelies, Skuas, Petrels, Ringnecks, Gentoos, Rockhoppers, and all lesser birds, and all Killer Whales, Blue Whales, Sea Leopards, Crabeaters, Weddells, and Ross Seals, and all lower forms of sea life of my ROYAL DOMAIN that—
of Task Force
by virtue of having entered this Royal Domain of Whiteness in the
U S S this day of A D 19
Long and South Lat en route to the Continent
at
of Antarctica, is hereby designated an honorary member of My Royal Frozen Stiff Domain. He is therefore entitled to all of the privileges of this frozen realm of blizzards, including freezing, shivering, starving, and any other privileged miseries that can possibly be extended during his stay in this land of answer to a Well Digger's dream. In verification of the foregoing, I the Most Regal of all Penguins do cause my honored servant to set his hand and seal.

COMMANDING

ROSS SEA
LITTLE AMERICA



DOMAIN OF NEPTUNUS REX

To all Sailors wherever ye may be and to all Mermaids, Sea Serpents, Whales, Sharks, Dolphins, Skates, Suckers, Lobsters, Crabs, and other Living Things of the Sea, Greetings: Know ye: That on this__day of_____19__in Latitude 00°00' and Longitude___there appeared within Our Royal Domain the_______________bound for_______________ Be It Remembered: that said Vessel, Officers and Crew thereof having been inspected and passed on by Ourself and Our Royal Staff. And Be It Known: By all ye Sailors, Mariners and Land Lubbers, who may be honored by his presence that

having been found worthy to be numbered as One of Our Trusty Shellbacks has been gathered to our fold and duly initiated into the Solemn Mysteries of the Ancient Order of the Deep

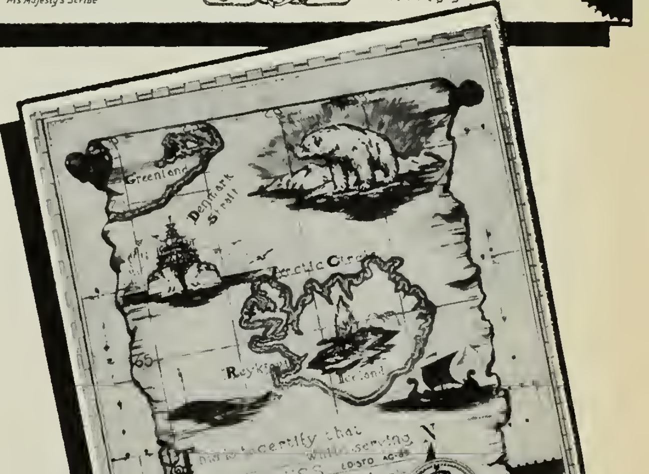
Be It Further Understood: That by virtue of the power invested in me I hereby command my subjects to show due honor and respect to him whenever he may enter Our Realm

Disobey this order under penalty of Our Royal Displeasure

Given under our hand and seal
this_______________

ATTEST:
Davey Jones
His Majesty's Scribe

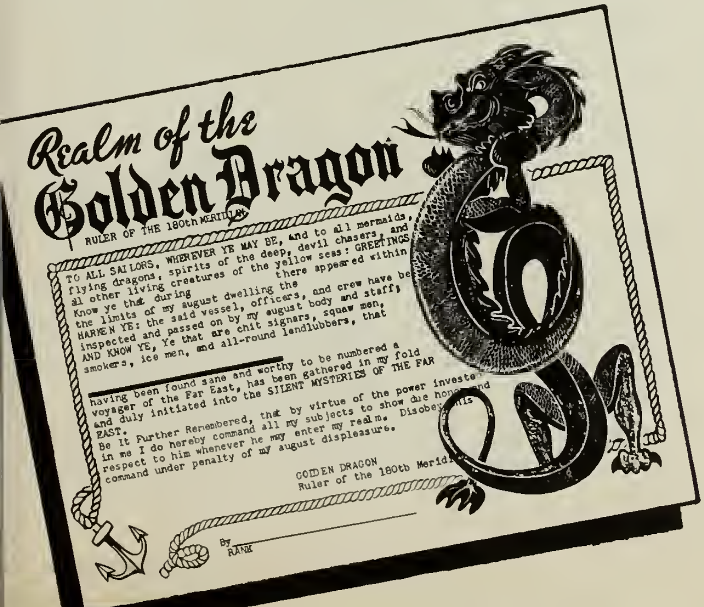
Neptunus Rex
Ruler of the Raging Main



This is to certify that
while serving
on board the USS EDISTO AG-89
crossed the Arctic Circle
34 12 W in the
on 22 JULY
Year 1948 A.D. to enter
the Northern Domain of
the Polar Bear.

E.H. MAHER CDR. USN
Commanding

Greenland
Denmark Strait
Arctic Circle
65
Reykjavik
Iceland
N
E
W
S



Realm of the
Golden Dragon
RULER OF THE 180th MERIDIAN

TO ALL SAILORS, WHEREVER YE MAY BE, and to all mermaids, flying dragons, spirits of the deep, devil chasers, and all other living creatures of the yellow seas: GREETINGS
Know ye that during there appeared within the limits of my august dwelling the
HARKEN YE: the said vessel, officers, and crew have be inspected and passed on by my august body and staff;
AND KNOW YE, Ye that are chit signers, squaw men, smokers, ice men, and all-round landlubbers, that

having been found sane and worthy to be numbered a voyager of the Far East, has been gathered in my fold and duly initiated into the SILENT MYSTERIES OF THE FAR EAST.
Be It Further Remembered, that by virtue of the power invested in me I do hereby command all my subjects to show due honor and respect to him whenever he may enter my realm. Disobey this command under penalty of my august displeasure.

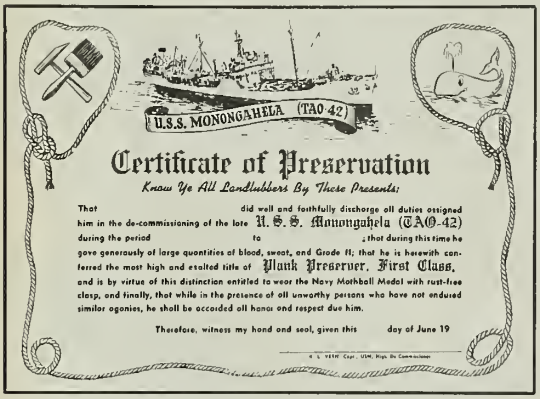
GOLDEN DRAGON
Ruler of the 180th Meridian

By_______________
RANK

PLANK OWNER'S
CERTIFICATE

Here's how SecNav Instruction 5060.20 spells out the policy concerning military functions which involve initiations or other similar ceremonies.

"Throughout its illustrious history, intangible yet highly significant contributions have been made to the esprit de corps and public image of the Navy and Marine Corps through the continuation of traditional customs and ceremonies. Equally essential have been the spirit and dignity which have generally characterized the conduct of these practices. Occasionally, however, personnel have been injured and/or undesirable consequences have resulted from initiation-type activities. While it is important to perpetuate our time-honored initiations and ceremonies, such as those associated with crossing the Equator or International Date Line or with advancement to chief petty officer, it is mandatory that they be conducted in such a manner as to avoid hazardous, detrimental, or unbecoming conduct by the participants.



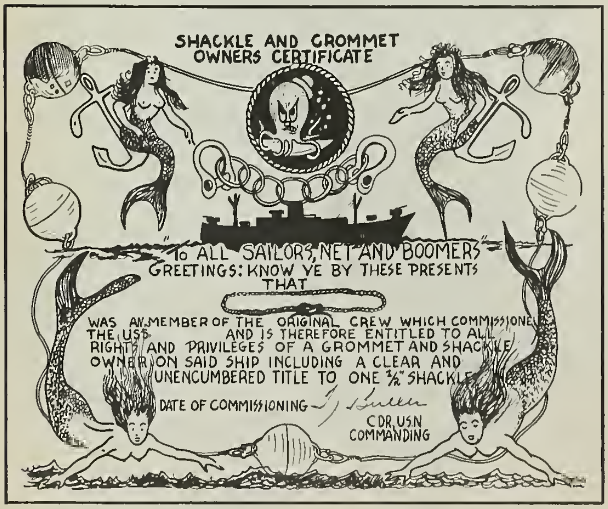
U.S.S. MONONGAHELA (TAO-42)

Certificate of Preservation

Know Ye All Landlubbers By These Presents:

That did well and faithfully discharge all duties assigned him in the de-commissioning of the late U. S. S. Monongahela (TAO-42) during the period to ; that during this time he gave generously of large quantities of blood, sweat, and Grade II; that he is herewith conferred the most high and exalted title of Plank Preserver, First Class, and is by virtue of this distinction entitled to wear the Navy Mothball Medal with rust-free clasp, and finally, that while in the presence of all unworthy persons who have not endured similar agonies, he shall be accorded all honor and respect due him.

Therefore, witness my hand and seal, given this day of June 19



SHACKLE AND GROMMET
OWNERS CERTIFICATE

"To ALL SAILORS, NET AND BOOMERS"
GREETINGS: KNOW YE BY THESE PRESENTS
THAT

WAS AN MEMBER OF THE ORIGINAL CREW WHICH COMMISSIONE
THE USS AND IS THEREFORE ENTITLED TO ALL
RIGHTS AND PRIVILEGES OF A GROMMET AND SHACKLE
OWNER ON SAID SHIP INCLUDING A CLEAR AND
UNENCUMBERED TITLE TO ONE 1/2" SHACKLE

DATE OF COMMISSIONING

CDR, USN
COMMANDING

"It shall be the policy within the Department of the Navy that ceremonies, initiations and similar activities be conducted with dignity, with due regard for hazards to participants, and with appropriate consideration of the honor and pride associated with wearing the uniform.

"Commanders, commanding officers and other officers, as appropriate, of the Navy and Marine Corps shall insure that all ceremonies and initiations conducted under their cognizance are properly supervised, not hazardous to personnel, and are carried out in such a manner as will reflect credit upon the naval service."

We won't go into detail on what occurs when Neptune and his court are piped aboard and the pollywogs join the Order of the Shellbacks, because that's a mystery of the deep, after all. Suffice it to say that when the day ends, the Shellback has arrived.

To prove it, he has a certificate of impressive size, festooned with drawings of fish, mermaids and a trident-wielding Neptune, which proclaims in effect:

TO ALL SAILORS WHEREVER YE MAY BE and to all Mermaids, Sea Serpents, Whales, Sharks, Dolphins, Skates, Suckers, Lobsters, Crabs, and other Living Things of the Sea, GREETINGS:

KNOW YE: That on this .... day of .... 19...... in Latitude 000°00′ and Longitude .... there appeared within Our Royal Domain the .... bound for ....

BE IT REMEMBERED: That said Vessel, Officers and Crew thereof having been inspected and passed on by Ourself and Our Ròyal Staff,

AND BE IT KNOWN: By all ye Sailors, Mariners and Land Lubbers, who may be honored by his presence, that

Seaman W. T. Door, USN, having been found worthy to be numbered as ONE OF OUR TRUSTY SHELLBACKS, has been gathered to our fold and duly initiated into the SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP.

BE IT FURTHER UNDERSTOOD: That by virtue of the power invested in me I hereby command my subjects to show due honor and respect to him whenever he may enter Our Realm.

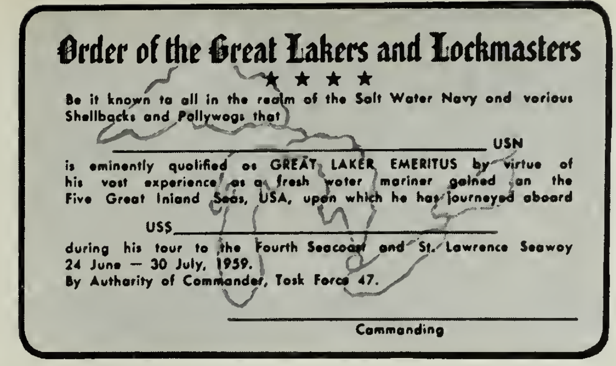
DISOBEY THIS ORDER UNDER PENALTY OF OUR ROYAL DISPLEASURE.

Neptunus Rex
Ruler of the Raging Main

Or something of a similar nature.

Obviously, the Navyman who isn't so certified is little more than a landlubber. Ask any shellback. The pollywog simply hasn't been around—and a worse stigma for a sailor is hard to imagine.

Through the years, the wish to mark other seagoing milestones has given birth to certificates for all kinds



Order of the Great Lakers and Lockmasters

★ ★ ★ ★

Be it known to all in the realm of the Salt Water Navy and various Shellbacks and Pollywogs that

____________________ USN

is eminently qualified as GREAT LAKER EMERITUS by virtue of his vast experience as a fresh water mariner gained on the Five Great Inland Seas, USA, upon which he has journeyed aboard

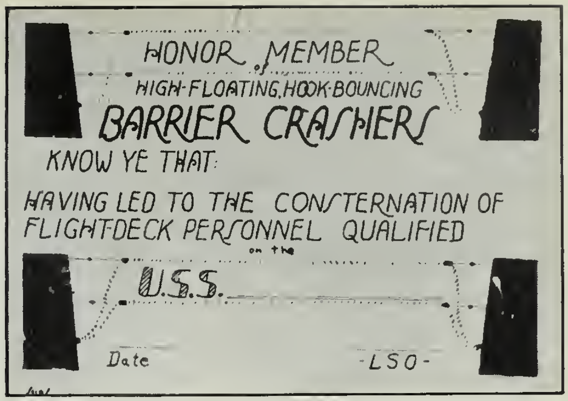
USS____________________

during his tour to the Fourth Seacoast and St. Lawrence Seaway 24 June — 30 July, 1959.

By Authority of Commander, Task Force 47.

____

Commanding



HONOR MEMBER of

HIGH-FLOATING, HOOK-BOUNCING

BARRIER CRASHERS

KNOW YE THAT:

HAVING LED TO THE CONSTERNATION OF FLIGHT-DECK PERSONNEL QUALIFIED on the

U.S.S.__________

Date

-LSO-

of distinctions. Most of them are what the television industry would call "spin-offs"—imitations with variations—from the shellback idea; they document, in salty language, passing certain places for the first time.

The Domain of the Golden Dragon, for instance. You enter the dragon's empire when you cross the International Date Line by sailing west (say some), or sailing east (say others). With the extensive Navy operations in the Far East since (and before) World War II, this passage has become so common that few initiation ceremonies are actually held. But the certificate, decorated with Chinese-style dragon, will still find its way to a place on the wall of a Navyman's den.

Other notable line-crossings have their certificates too. For the intrepid Navyman who crosses the Arctic Circle, various documents will attest his entrance to the Northern Domain of the Polar Bear or the Royal Order of the Blue Noses.

The Arctic Circle certificates have a long seafaring tradition behind them. In the middle ages, when European seamen almost never got to the Equator, they held ceremonies similar to the shellback initiation on crossing the Arctic Circle or entering the tropics. Nowadays, King Polar Bear is piped aboard at the limit of his domain, and lets his wrath be known to the "Red Noses"—the uninitiates.

AT THE OTHER END of the world, you enter the Royal Domain of the Emperor Penguin by crossing the Antarctic Circle, and His Imperial Majesty inducts you as a Frozen Stiff. The bearer of this certificate is entitled "to all of the privileges of this frozen realm of blizzards, including freezing, shivering, starving and any other privileged miseries that can possibly be extended during his stay in this land of answer to a well digger's dream."

And while you're in southern latitudes, you might qualify for a distinction that has become rare in this age of the Panama Canal: the title of Mossback. Members of this exclusive brotherhood are those who have completed the fearsome voyage around stormy Cape Horn. They are given the right to spit into the wind if they want to risk it.

But even if you were a Shellback, Mossback, Blue Nose, Frozen Stiff and subject of the Golden Dragon, there would be more distinctions you could gain. Sailors' ingenuity has given rise to several combinations of these awards — based on a ship's achieving more than one on the same voyage, or even at the same time.

For instance, those who cross the 180-degree meridian and the Equator at the same time become Golden Shellbacks. And in 1965, the submarine USS *Capitaine* (AGSS 336) topped nearly everybody by

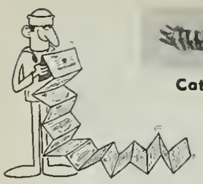
Other Milestones in Your Career

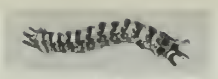
You won't have a Whale Banger or Caterpillar Club certificate in your service record, since none of the certificates named in the accompanying article is official.

But the Navy does have official certificates for milestones or achievements in a man's career. They include:

- Boot-camp awards — academic, honorman or outstanding-recruit certificates.
- Advancement. A standard certificate is presented to a man on advancement to PO3 or above. PN1 John O. Parmele of VF 103 took this idea a step farther, and got squadron approval for a similar certificate for men being advanced to E-3 as well. But his idea hasn't become widespread yet, and outside his squadron it's still unofficial.
- Citations for medals, letters of commendation, and similar honors such as sailor of the month.
- Completion of correspondence courses, schools, GED tests and other exams, or similar educational achievements.
- Qualification in special skills—as a technician, lookout, helmsman, diver, and so forth.
- Reenlistment.
- Retirement, separation or discharge.

Not all of the certificates will get into your service record, though entries will be made to record the achievements. But they are official, and they'll have a place of honor on your wall alongside your Shellback certificate and all the others.





Caterpillar Club

Sea Squatters

crossing the intersection of the two lines underwater.

Or if you round the Horn and cross the Equator on the same voyage, you are duly honored as a Horned Shellback. Of course, it's hard for a Mossback to avoid becoming a Shellback; but this certificate is rare.

And it's a safe bet that some ships have made out Blue-Nosed-Shellback cards or Frozen-Mossback certificates. We just haven't seen them yet.

OF COURSE, certificates are available for round-the-world voyages and similar out-of-the-ordinary cruises. We suspect that some special certificate is made for achievements such as that of USS *Edisto* (AGB 2) in 1955. In that one year, her crew became Blue-Nosed, Frozen-Stiff, Golden-Dragon Shellbacks. That's hard to top.

Many such certificates are invented to commemorate participation in a specific operation. Random examples include the West of Shanghai-Manila Club, comprising men who were in the first task group to enter the Sulu Sea after the fall of the Philippines during World War II, and the Royal Order of the Highjump, for participants in the Antarctic operation of that name in 1946-47.

Unofficial Certificates Are Not (Repeat Not) Stocked by the Navy

WHETHER OR NOT you write the Leading Moon Chief mentioned in the accompanying article to apply for a Moon Construction Team card, please don't write to the Bureau of Naval Personnel or ALL HANDS for copies of any certificates named in the article.

All of them are unofficial. None is in the Navy-wide supply system. A few local commands might design and print such items as the Shellback certificate in their own print shops, but this practice is not common.

If you're a Blue Nose or a Plank Owner and have lost your certificate, you might try writing to the unit in which you earned the award; but in all such unofficial cases, your chances of getting a replacement are slim. Probably the certificate was originally drawn and lettered by the men who participated in the event—and then all the copies were handed out to the crew.

Some of the more common documents — Shellback, Golden Dragon, Arctic, Antarctic, Plank Owner, and others—are sold by commercial firms catering to Navymen. But as far as we know, no company stocks Whale Banger, Goldfish Club, or other offbeat certificates. And, we repeat, none of them is printed or supplied by any government agency above the local command level.

Do you have, or have you heard of, any certificates we've missed? Send them in—preferably with some explanation of the circumstances. As long as they're printable, ALL HANDS is interested.

But you don't have to cross a line or round a cape to receive a certificate.

You may be a Plank Owner if you were a member of the commissioning crew of a ship and served aboard for a year, a month and a day after commissioning. (Some ships waive the service requirement. It's all unofficial, after all.)

ACCORDING TO TRADITION, a member of a ship's commissioning detail in the days of wooden vessels had the right to take a plank from her deck when she was decommissioned. It made a good conversation piece for his mantel. Today, it would be difficult to find a plank on a steel ship; but crewmembers cherish the certificate that gives them "clear and unencumbered title" to one anyway.

Different units have made their own variations. A helicopter squadron made its original crew "Rotor Rooters," giving them title to one rotor blade. Another variant is the "Plank Preserver" certificate given to members of the decommissioning crew of USS *Monongahela* (TAO 42).

Whether or not you helped commission or decommission a ship, if you served aboard one a long time you may be eligible for another honor: the status of Shackle and Grommet Owner. The rules for this distinction, as for all unofficial awards, vary among ships; some require 15 years, some say three consecutive enlistments.

(A shackle, by the way, is a U-shaped steel connection with a pin through the open end, used to make things fast. A grommet is a metal eyelet in a piece of canvas. But all you shackle and grommet owners know that already.)

MILESTONES in a man's career often rate notice in the form of certificates. Pilots join the "Century Club" when they make their hundredth carrier landing, then become "Double Centurions" at 200. Recently, piliots over Vietnam have been inducted into the "200 Mission Club"—and a select few have joined the "300 Mission Club."

Another "Century Club" is an organization of Florida-based hurricane hunters who have flown through winds of 100 miles per hour or more. Members of the "Not So Ancient Order of the Hurriphooners" receive a scroll bearing the legend: "At wave-level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill." It is signed by the Most Exalted Hurriphoon Hunter and the High Hurriphoon Cloud Sniffer.

But not all certificates are for achievements such as flying an aircraft through a hurricane. The same viewpoint that invents new horrors for pollywogs also devises a suitable award for that occasion when a man makes a fool of himself.

At one recent squadron "awards ceremony," a red-faced aviator was, with due pomp, given a citation as an ace Tire-Buster—for blowing a tire on each of a half-dozen landings.

And then there was the carrier's print shop that printed the daily air plan in red ink, instead of black, by mistake. Under the red lights in Air Ops and elsewhere, the red air plan looked like a blank sheet of paper. The print shop was duly honored with a certificate for unoutstanding performance — along with comments by the Air Ops crew that can't be reproduced here.

To qualify for membership in the Royal Order of Whale Bangers, you must have been on board a ship when she fired at a whale, mistaking it for a submarine.

But among the less-than-glorious clubs are some that Navymen are glad to be around to join.

The High-floating Hook-bouncing Barrier Crashers, for one. It's for carrier pilots who had to use the emergency barrier to land.

Another one is the Goldfish Club, for pilots who ditch and have to take to a life raft. If they spend more than 24 hours on the raft, they become Sea Squatters. (The latter award is open to blackshoes, too. Any takers?)

And among the most grateful recipients of dubious honors are the members of the Caterpillar Club—comprising anyone who has made an unscheduled parachute jump from a disabled plane. In memory of their use of the silkworm's product (or nylon, as the case may be), club members wear a gold caterpillar pin—on civvies only, of course. The color of the caterpillar's jeweled eyes is determined by the circumstances of the jump; for instance, ruby eyes show that the wearer has survived a midair collision.

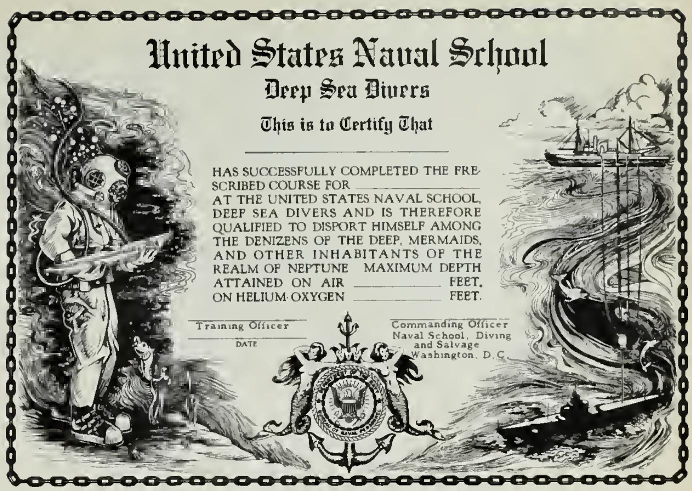
Pilots in the Korean conflict were given cards certifying their membership in the "Railroader's Union." Members had the privilege of working on North Korean railroads as "journeyman railcutters."

The process of inventing new certificates never ends. Documents for future operating areas are being prepared.

The moon, for instance. Any Seabee chosen for the first Navy Construction Team lunar expedition will receive an honorary Moon Construction Team card. If you're interested, applications are being taken by the Leading Moon Chief, Public Works Center Box 15, USNS Midway Island, FPO San Francisco 96614.

But the most exclusive certificate of the century has already been issued: the plaque taken to the moon by former Naval Aviator Neil Armstrong and his *Apollo 11* shipmates. Not even a Golden Blue-Nosed Shellback can match the distinction of being the first men on the moon.

—JO2 Frank Silvey, USN.

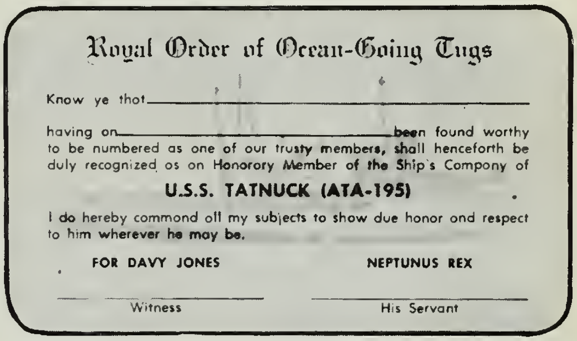


United States Naval School
Deep Sea Divers
This is to Certify That

HAS SUCCESSFULLY COMPLETED THE PRESCRIBED COURSE FOR ______
AT THE UNITED STATES NAVAL SCHOOL, DEEF SEA DIVERS AND IS THEREFORE QUALIFIED TO DISPORT HIMSELF AMONG THE DENIZENS OF THE DEEP, MERMAIDS, AND OTHER INHABITANTS OF THE REALM OF NEPTUNE MAXIMUM DEPTH ATTAINED ON AIR ______ FEET.
ON HELIUM-OXYGEN ______ FEET.

Training Officer
DATE

Commanding Officer
Naval School, Diving and Salvage
Washington, D.C.



Royal Order of Ocean-Going Tugs

Know ye that ______

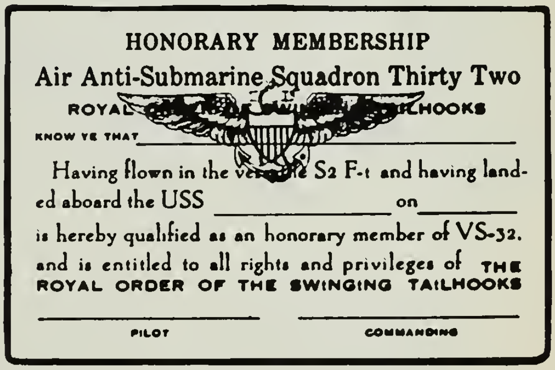
having on ______ been found worthy to be numbered as one of our trusty members, shall henceforth be duly recognized as an Honorary Member of the Ship's Company of

U.S.S. TATNUCK (ATA-195)

I do hereby command all my subjects to show due honor and respect to him wherever he may be.

FOR DAVY JONES — Witness

NEPTUNUS REX — His Servant



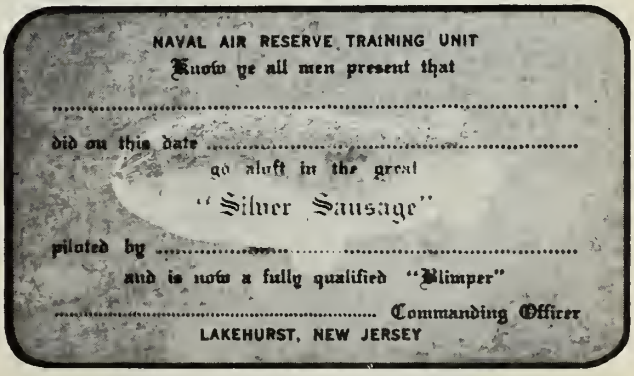
HONORARY MEMBERSHIP
Air Anti-Submarine Squadron Thirty Two
ROYAL ORDER OF THE SWINGING TAILHOOKS

KNOW YE THAT ______

Having flown in the versatile S2 F-1 and having landed aboard the USS ______ on ______ is hereby qualified as an honorary member of VS-32. and is entitled to all rights and privileges of THE ROYAL ORDER OF THE SWINGING TAILHOOKS

PILOT

COMMANDING



NAVAL AIR RESERVE TRAINING UNIT
Know ye all men present that
....

did on this date ....
go aloft in the great
"Silver Sausage"
piloted by ....
and is now a fully qualified "Blimper"
.... Commanding Officer
LAKEHURST, NEW JERSEY

FINISHING SCHOOL *for* *Navy Chefs*

There is some debate as to which Navy rating goes back the farthest. But there can be no doubt that seagoing cooks, by one name or another, have been around since men have put out to sea.

Impressive changes have taken place in the food service field since cabin boys last served hardtack to captains of wooden ships.

Advanced training for petty officers who man the galleys and wardrooms of present-day Navy ships is provided by the Navy's Service School Command, located at the Naval Recruit Training Center, San Diego, Calif.

The Class C school (recently changed from B) has been located at the training center since 1956. Before 1956, the only advanced school for Navy food service people was at Newport, R. I. Now there is a school on each coast.

If you were to visit "old galley six," the school's temporary home at the center, you would be greeted at the main entrance by a sign that declares: "Food for a Fighting Fleet."

As you enter the building you might receive the impression that you are entering the seagoing version of the Cordon Bleu. On either side of the passageways are rows of framed pictures of graduate chefs—remembrances of previous classes.

As you examine the photos, with the commissarymen and steward rating badges visible, you will notice the familiar quarter-moon of the stewards' insignia has been replaced in more recent photographs by an open book, overlapped by a quill and key.

If it is nearing midday, you will probably catch a whiff of something delicious in the air. Going on down the passageway to investigate this delectable aroma, you will see a seven-layer cake encased in glass.

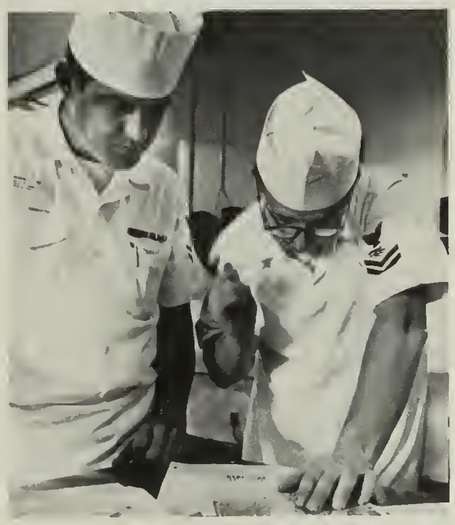
But woe to the person who tries to take a slice from the mountain of frosted pastry. Although the frosting is real, it is as hard as a rock, and underneath is a wooden frame.

The cake stands guard over the Galley Lab, where the students have a chance to apply what they have learned in the classroom.

Chief Commissaryman J. Jordan, Jr., the senior cooking instructor, is apt to be seen sniffing a stew, or taking the internal temperature of a roast, while

Instructor gives a Navy student some pointers in preparing fish dishes.

Instructor Chief J. Jordon gives guidance during lab period.



CS2 Thomos Corpenter and RM2/CS T. J. Hentzner work on menu proportions.

Students plan a menu as classroom assignment.
Below: Out on the job a commissaryman makes soup.

an anxious student peers over his shoulder. Commissaryman 1st Class W. E. Gee might be standing around in the tan lab coat of an instructor, keeping an experienced eye on his charges.

There are three classes going through this advanced school of the culinary art at all times. It's a busy schedule for the 12 instructors. Most of them would agree, however, that there is no more satisfying job to be found.

The curriculum is presented in several phases, ranging from food production to nutrition, to records and returns. Menu planning is an integral part of the curriculum, too. In this phase, all of the students' training in supply and nutrition is brought to bear.

"Color, texture, shape—they all enter into menu planning," explained Chief Commissaryman Laube, one of the sanitation, nutrition and menu planning instructors, "because people eat with their eyes."

NAPOLEON BONAPARTE once said that an army travels on its stomach. That bit of wisdom is just as true today as it was then. It would be impossible to gauge the contribution that a well prepared meal could make to an efficient operating naval force.

"The recognition that the Navy has given to food service," commented Chief Laube, "has really helped, and it has come down to the fine culinary arts.

"We have to know more than the civilian chef," continued the chief. "The man on the firing line in Vietnam could fail in his mission because of foodborne illnesses."

The thought of a hot meal can do wonders for the morale of a man at an outpost in the Republic of Vietnam, or marking time aboard a ship.

"Sure, we like to get letters from home while we're at sea," Laube continued, "but we don't every day—and then, who builds morale? The cooks. Years ago, if you didn't want a man, you put him in the galley. Now, we have a higher caliber of man."

The Navy chef, commissaryman, steward, cook, or whatever he is called, has to be able to do more than prepare a good meal and put it on the table. He has to have a little of the artist in his soul.

AS A PERSON examines the Galley Lab, he might see students slicing carrots, or cutting up a potato. But wait, on closer inspection he observes that they are not just preparing a salad or a stew. He ambles over for a closer look at what is going on.

Garnish is prepared by SD3 J. S. Bautista.

Entrance to School's galley lab.

The little wheels of carrots have been transformed into four-leaf clovers, and the potato that was being cut apart is beginning to look like a rose, as a student chef dabs food coloring on the petals.

Commissaryman 1st Class Gee bends over to examine the work of his pupils. "Great, now arrange it like this," he says, and proceeds to place the decorative vegetables around the edge of a serving platter. "Garnish a piece of meat and people eat it up—put the same piece of meat out without garnish and they probably wouldn't touch it.

"We set up one line of garnished food," continued Gee, "and another line with the same food, of the same quality, ungarnished, for one of the classes so the students can see the difference."

Everyone seems to enjoy the practical application of what he has learned in the classroom. But, inevitably, the necessary knowledge has to be gained by long hours of listening to an instructor.

Not only do these culinary artists have to be able to set a fine table, but they also have to be adept at planning a menu, know the rules of sanitation, and have a fair knowledge of nutrition.

"This," explained Chief Laube, "is the hardest phase, I think, in the whole school. You can't see sanitation, and who thinks about nutrition until the doctor tells him to go on a diet.

"We explain vitamins and what they do. For instance, the British sailors who first sailed to the Cook Islands years ago drank limewater to use as a supplement to their diet. The vitamin in the limewater prevented scurvy."

THE TEDIUM of classroom work is interrupted once every five weeks by a representative of the Bureau of Commercial Fisheries who visits the school to demonstrate seafood preparation.

A representative of the American Lamb Council appears at the school frequently to give Navy students the benefit of the latest thinking and techniques in preparing lamb and mutton dishes.

The test of food, though, is in the eating. For a final examination of their cooking ability, the students prepare a meal for the instructors and their guests. The invitations to that feast are eagerly sought after.

It's a long 14 weeks, and for nine of those weeks commissarymen and stewards work side by side. The end result of the training is a petty officer who can take charge of a general mess or a wardroom.

THE GRADUATES of CS/SD Class C School have earned a Navy Enlisted Classification Code of 9014—food service supervisor.

"The food service industry," remarked Captain J. H. Stevens, Jr., USN, commanding officer of the Service School Command at NRTC San Diego, "is the fastest growing industry in this country. That is our biggest selling point to these young men."

The pride of the Navy's food service men can be summed up in one statement, made by Chief Laube: "We don't like the word, commissaryman—we prefer chef."

Graduates of the Navy school of culinary art are spread around the world: on ships operating off the coast of Vietnam, providing fuel for their crewmen; assuring the defenders of outposts in the Republic of Vietnam of a hot meal; or in such places as London, England, or Brussels, Belgium.

Many of the Navy chefs who have completed their enlistments, or their 20 or 30 years, go on to tantalize the tastebuds of civilian diners.

—Story and Photos by PHC James E. Markham, USN.

ALL-NAVY CARTOON CONTEST WINNERS

EACH YEAR, hundreds of cartoons are submitted for competition in the All-Navy Comic Cartoon Contest.

Selecting the 10 "funniest" is not easy, because what's funny is a matter of opinion.

One judge chuckles. Another goes hmmm. A third breaks up.

However, and this has been the case since the contests began in 1955, there is a way to determine the winners. (See page 26 for the winning entries in this year's contest.)

Six judges are recruited from active duty Navy men and women assigned to Bureau of Naval Personnel.

After the contest deadline (1 July), the judges meet and review all the entries. This usually reduces the stack of competitive cartoons to 40 or 50.

Each judge then gives each cartoon a point value of from one to 10.

When the points are totaled, the cartoon with the highest value is declared the winner.

Runner-up positions of 2nd, 3rd, 4th and 5th likewise are determined on the basis of point standing, as are five honorable mention awards.

The cartoonists who finish in the top five receive All-Navy championship trophies from the Chief of Naval Personnel. Honorable mention certificates are awarded to the five runners-up.

All 10 of the winning entries appear in ALL HANDS, as do the best of the nonwinners throughout the year.

THIS OPPORTUNITY for Navymen to exhibit their talent for cartoon humor is conducted under the BuPers recreation program.

The only entrance requirement is that the cartoonist be on active duty (or be a dependent of a man on active duty) for more than 90 days, and that the cartoon depict some phase of Navy life. Of course, the cartoon must be in good taste.

The cartoonist submits his entry to BuPers with certification that both the idea and drawing are his.

The judges, who may range in rank from seaman apprentice to admiral, contribute their own concepts of what's funny and what's well done in the comic presentations of Navy life.

Some judges prefer relatively simple sketches. Others lean more towards heavy ink-wash presentations with considerable detail. Examples of both—plus those that are somewhere in between—usually are represented in the top 10.

LONGTIME READERS should recognize the names of at least three of the cartoonists who finished in this year's top 10.

Chief Petty Officer Ernest M. Mawn, Jr., who, as the observant viewer can see, signs his work "Mick Mawn," has displayed his work in ALL HANDS for years. Chief Mawn, now assigned to the Navy Radio Station, Sabana Seca, P. R., struck hard this time by taking two of the top 10 awards, including first prize for his Navyman named Asap.

Lieutenant Commander Melville C. Murray of the ComServPac staff, another veteran All-Navy cartoonist, was a double winner with his interpretation of a dress personnel inspection (2nd place) and an up-to-date version of Navy travel (honorable mention).

The familiar name of Jerry Paoli accompanied the 3rd place winner which gives a new twist to junior-senior relationships. Interior Communications Technician Paoli is assigned to USS *Barry* (DD 933).

Illustrator-Draftsman Keith I. Myers of the ComPhibLant staff at Little Creek finished fourth with his modernistic look at a rating badge, and Seaman John W. Benson of NAS Ellyson Field, Pensacola, broke up the panel with his meeting of Navymen (5th place). Benson also was in the groove with a psychedelic ship that won honorable mention.

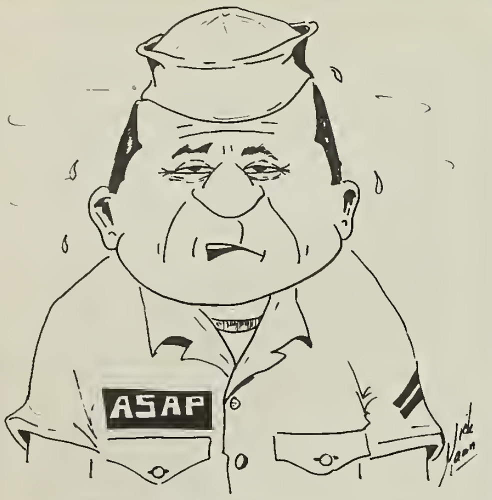
Seaman Apprentice-Yeoman Dean E. Yeagle of USS *William R. Rush* (DD 714), and Donald L. Winans, Petty Officer First of the Naval Security Group Activity, Hanza, Okinawa, round out the list of this year's cartoon contest winners.

Now, turn the page and see if you can identify with any of this year's All-Navy cartoons. Perhaps your favorite reminds you of someone you know, or stirs your memory and makes you think that cartoon character is really you.

Maybe it is.

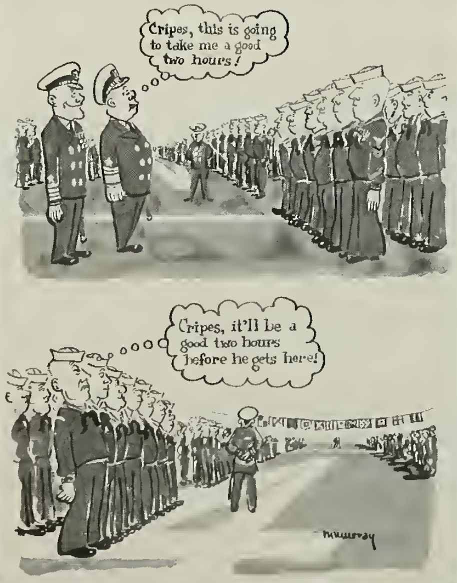
TOP NAVY CARTOONS

1st place CTC Ernest Mawn, Jr.

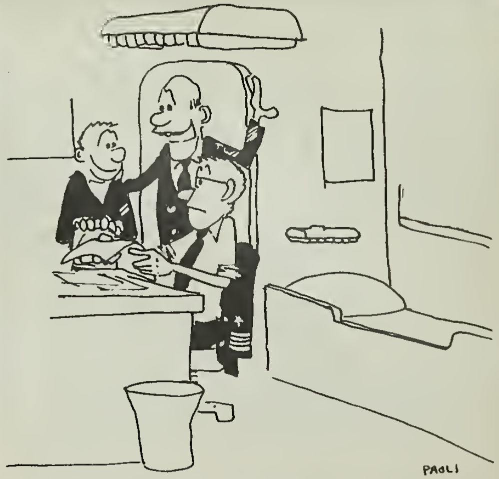


"The Captain says get it done ASAP . . . the 1st LT says order it ASAP . . . the Bos'n says hald a sweep-down ASAP . . . the Comm Officer says answer it ASAP . . . the Pe . . ."

2nd place LCDR Melville Murray

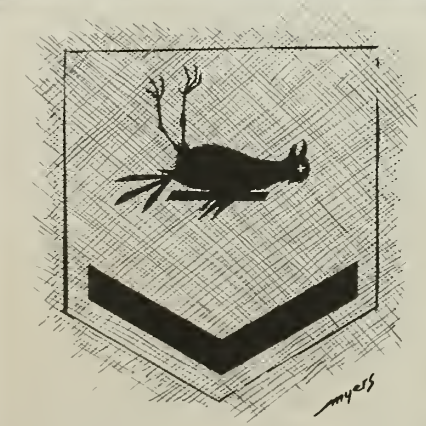

Cripes, this is going to take me a good two hours!
Cripes, it'll be a good two hours before he gets here!
Murray

3rd place IC1 Jeremiah Paoli



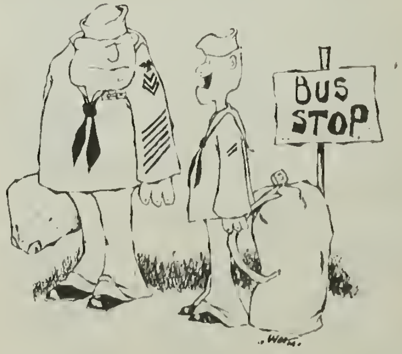
"Cap'n, this is Seaman Apprentice Phogbound . . . He wants a raise."

4th place DM3 Keith Myers



"Hicks . . . Ah . . . You'd better report to sickbay . . . on the dauble!"

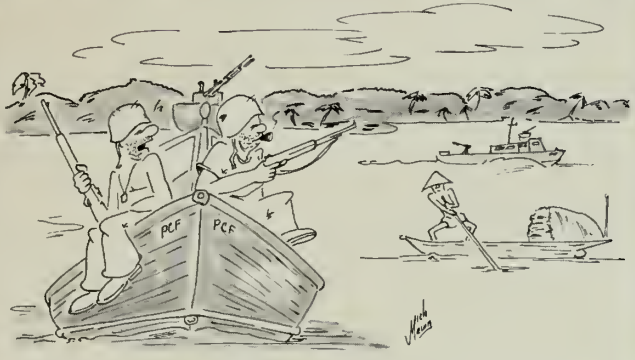
5th place SN John Benson



"Been in the Navy long . . .?"

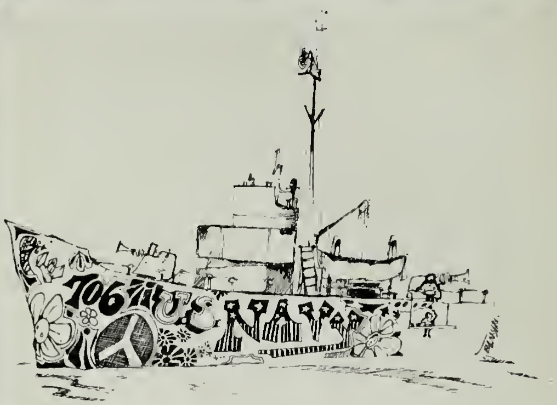
HONORABLE MENTION

1st honorable mention — CTC Ernest Mawn, Jr.



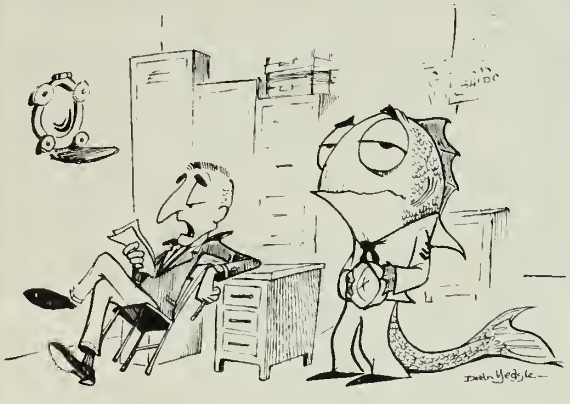
"So the career interviewer says . . . 'What's your hobby?' . . . and I say 'boating,' and he says . . . 'What's your pleasure?' . . . and I say 'A good swift boat' . . . So here I am!"

2nd honorable mention — SN John Benson



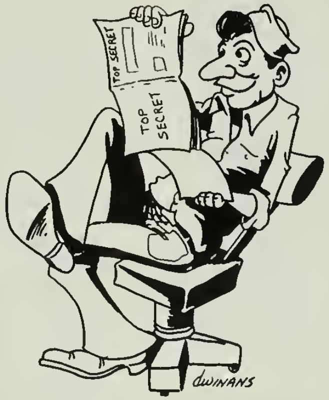
"JOHNSON!"

3rd honorable mention — YNSA Dean Yeagle

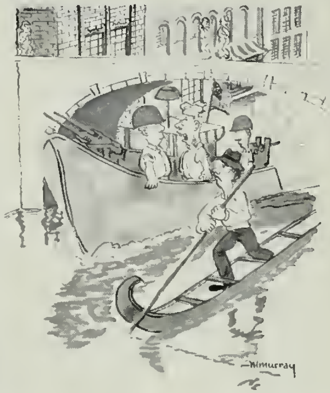


"You'll need a better reason than this for transfer . . . Everybody thinks he's been at sea too long."

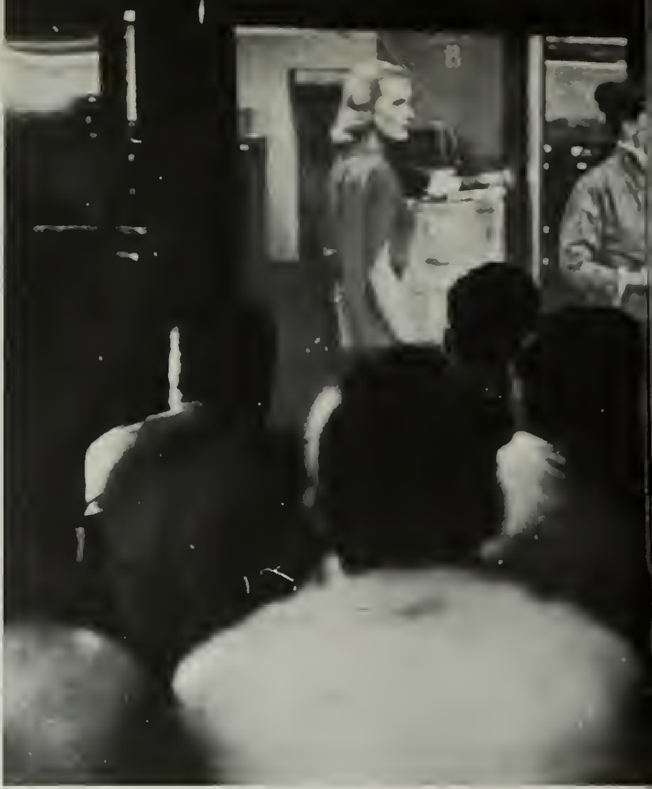
4th honorable mention — CT1 Donald Winans



5th honorable mention — LCDR Melville Murray



"And you're the one who said he knew his way around the Delta."



MOVIE CALL

MOVIE CALL

"Tonight's movie will be held in Hangar Bay One at 1900."

That great morale booster, the daily crew's movie, is the result of a worldwide communications link-up involving numerous activities, ashore and afloat, including the headquarters in Washington, D. C., and Brooklyn, N. Y., and centers at strategically located movie exchanges, aboard supply ships, across highlines, via a logging system that reaches members of the crew of every single ship in the Navy.

The following account, seen from the viewpoint of Navy Fleet Activities, Sasebo, Japan, tells part of the story of how you get to see the latest films. (For a look at another side of this story, see "What's on at the Movies? Some Tips for the Movie Officer," appearing in the July 1968 issue of ALL HANDS, p. 28.)

TWO SHIPS approach for a replenishment at sea. One of the ships is a supply ship, the other a destroyer. On board the destroyer the men are preparing the rigging for transfer of supplies.

A boatswain's mate turns to a friend and asks, "Hey, man, do you think they have that new Raquel Welch flick?"

The evening movie, that's the one thing that Navymen—from seaman to admiral—really look forward to each night. No matter where Navymen are around the world you'll always find a movie; the Navy's Motion Picture Service in Brooklyn, N. Y., under the direction of the Chief of Naval Personnel, makes sure of that!

Assisted by naval motion picture exchanges around the world, the Navy Motion Picture Service distributes thousands of films to Navy units afloat, and

Crewmen of Navy ship watch movie on the mess decks, above left, At right, Navyman inspects film on damage detector at Sasebo. The detector checks for rips, scratches, and poor splices.

ashore overseas, including Antarctica. The cost of admission? Free to all Navymen and their dependents and all people associated with a naval unit.

The Navy spends nearly five million dollars a year providing movies for the Fleet and overseas shore stations. This money comes from the BuPers Central Recreation Fund, which is administered by the Bureau's Special Services Division.

The movies shown aboard ship are leased by the Navy for a four-year period, and are accountable to the Navy Motion Picture Service, Brooklyn, New York.

THE JOB of distribution is complex. Keeping track of where all those films are and keeping them in good condition require hundreds of trained motion picture operators as well as automatic data processing equipment in Brooklyn, N. Y. Each motion picture operator throughout the Fleet must attend one of the Navy's four schools on film handling and projection techniques. The schools are held for one week and cover the basics in 16-mm film exhibition and storage.

The Navy goes to great lengths to obtain the best films. The Motion Picture Service each year leases under contract approximately 200 new films from the motion picture industry. Motion pictures are selected by the Navy Motion Picture Officer and the Technical Director of the Navy Motion Picture Service, in Brooklyn, in accordance with criteria set forth by BuPers. Contracts require that the various companies make available all new products for immediate selection and order, with the exception of reserved seat "Roadshows" which may be delayed up to 15 months. The Navy orders 30 prints of each picture for distribution. In addition, approximately 100 movies from six to 10 years old are leased and distributed as reissues. Thirty prints of each of these are also procured and distributed.

It is difficult to imagine about 30,000 separate film prints in circulation throughout the world. You wonder how the Navy does it. For one thing, it's not like distributing to a chain of movie theaters. The Navy's ships are, seemingly, always in motion.

MANY MOVIES have to be transferred at sea while the ships are underway. The problem of tracing the movement of all these films and keeping them in good condition seems staggering. The answer is a system of pre-punched data cards called Motion Picture Print Inventory cards attached in card-deck fashion to the Inspection and Exhibition Books accompanying each print. Each card represents one month of lease time. The ship or activity holding the print at the end of the month removes the card from the I&E Book, writes, types or stamps the name of the ship or activity on it and mails it to the Navy Motion Picture Service in Brooklyn for inventory processing. Copyright restrictions embodied in the contracts require strict accounting for all prints to the companies.

Authorization for distribution of prints is divided between the Atlantic and the Pacific Fleets. Under the direction of Commander Service Force, Atlantic Fleet, are 18 movie exchanges, and in the Pacific, the Commander Service Force, Pacific Fleet, controls 12 movie exchanges.

Each of these exchanges is located on or near a naval base either in the United States or overseas.

One movie exchange, Rodman, Canal Zone, serves

PROPERTY OF
U.S. NAVY
MOTION PICTURE
SERVICE
NORTHWEST PASSAGE
BEACH
RED
3492
PROPERTY OF
U.S. NAVY
MOTION PICTURE
SERVICE

Containers of Navy film prints are stored under controlled temperature and humidity to protect them from stretching or breakage.

both fleets and makes sure that Atlantic prints remain in the Atlantic and Pacific prints remain in the Pacific. Ships passing through the Canal Zone must turn in all prints and draw new prints, in order to keep distribution under control.

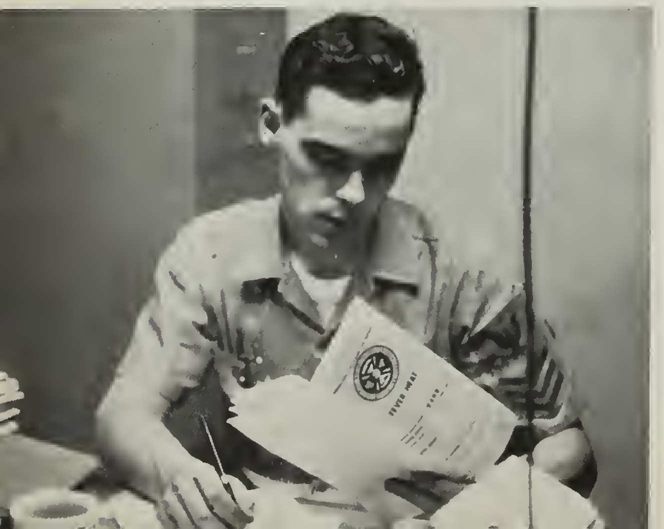
THE MOVIE EXCHANGES in the Pacific are located at Adak, Guam, Kodiak, Long Beach, Pearl Harbor, San Diego, San Francisco, Sangley Point, Seattle, Subic Bay, Yokosuka and Sasebo. To these Pacific exchanges, the Motion Picture Service in Brooklyn issues approximately 90 new feature films a week.

Television programs, sports films, cartoons and other short subjects as well as special films are also issued to supplement the main feature film. The Navy, as mentioned before, must account for each print.

These contracts are very specific in their requirements. Basically, they are designed to negate any competition with commercial film distributors. Even overseas, Navy films can't compete with outside movie theaters.

To carry this concept a step further, ships having television capabilities can't broadcast to other ships at sea, or in port, but they are allowed to broadcast within the ship on closed-circuit television. Because of these contracts, the Navy must limit those who are allowed to attend the films to Navy, Marine and Coast Guard and MSTS personnel or others directly connected to a naval establishment. Eligibility requirements are fully listed in the *Navy Fleet Motion Picture Service Manual,* NavPers 15970A .

EM1 Bob Clovet, supervisor of the Sasebo movie exchange, records information in the inspection and exhibition booklet which accompanies each film.



After the films are delivered to the Navy Motion Picture Service in Brooklyn, prints are numbered and issued separately to the Atlantic and Pacific exchanges. When the films reach the exchanges they must be inspected carefully before being issued to ships and shore-based activities.

There are two kinds of prints issued—"sea" prints which must be sent directly to the ships at sea and "circuit" prints which can be used by ships in port and shore activities for up to 30 days, after which they too must be sent to sea. The Chief of Naval Personnel feels that the Fleet should receive maximum access to all films.

Once the lease on films runs out, after about four years, all prints must be returned to Brooklyn where they are returned to the motion picture industry. After six years, these movies are then eligible to be leased again and distributed as reissue prints.

SUPPLY SHIPS, such as oilers and ammunition ships, are the right arm of the shore-based movie exchanges. Each supply ship on replenishment assignment and certain other ships are authorized to draw as many as 30 prints for use as exchanges afloat.

Ships can draw one print per day for every 500 men aboard. The maximum, however, is five per day or a maximum of 19 prints drawn at any one time without ComServPac approval. Each ship is entitled to one feature for each day at sea without opportunity to exchange movies.

Since the supply ships are authorized to carry so many prints, the motion picture exchanges issue enough prints to the ships to last until their first replenishment at sea.

Ships can draw TV shows and sports film to supplement feature movies without their being counted against the limit of one movie per day at sea. When ships are traveling in company, their individual daily allotment of feature picture programs is cut slightly as they can trade on a one-for-one basis with the other ships.

Once back in port, the ships must turn in all their sea prints to the local movie exchange and draw daily from the shore-based circuit stock. The films used for this purpose are called "dailies."

As with all systems, especially on a worldwide basis, there are problems. One of the big problems is that in actual use the films can become damaged and sometimes lost.

Electrician's Mate 1st Class Bob Clavet is the supervisor of the Fleet Activities Sasebo Motion Picture Exchange. Petty Officer Clavet feels that most people don't realize the complexity of his operation. "When you ask anyone what the guys in the movie exchange do, they'll tell you that all we do is sit around and watch movies. It's not as simple as that. The biggest headache in this job is the paperwork.

"We have to keep a running log of every film we issue, as well as weekly inventories and a monthly inventory covering every print on hand or issued. Each print that comes through here has an Inspection and Exhibition booklet and the Motion Picture Print Inventory cards.

"We have to inspect and rewind every one of these films, fill out the cards and send them ~~in~~to Brooklyn. I'd guess that we inspect about 1300 films a month. Out of those we have to send about 20 a month back to Brooklyn as unusable. When we find damaged prints we've really got problems. We have to fill out damage reports and package the prints to ship them air parcel post to Brooklyn.

"Sure, we look at a lot of movies. I guess I look at about 800 films a year. We have to screen every new print that comes in here. It gets to the point that you don't look at the plot or the acting, as they all begin to look alike. We have to look at the new films before they go to the Fleet and at the old films to make sure that the inspection machines haven't missed anything. We are required to screen and inspect each film after it's been shown five times. Another problem that crops up is that the films may not be accompanied by the proper logbooks. Sometimes, for example, we get a Pacific movie with an Atlantic book. In that case we have to send the books back to Brooklyn."

Clavet is assisted in his job by four other Navymen. One man, EM3 P. E. Daut, acts as a typist, preparing forms, damage reports and inspection reports. Two others, EM3 P. M. Eisele and EMFN P. D. Johnson, inspect and rewind the films on the two inspection machines and control the sea prints in stock. According to Clavet, the machines check splices, and find rips and tears in the film.

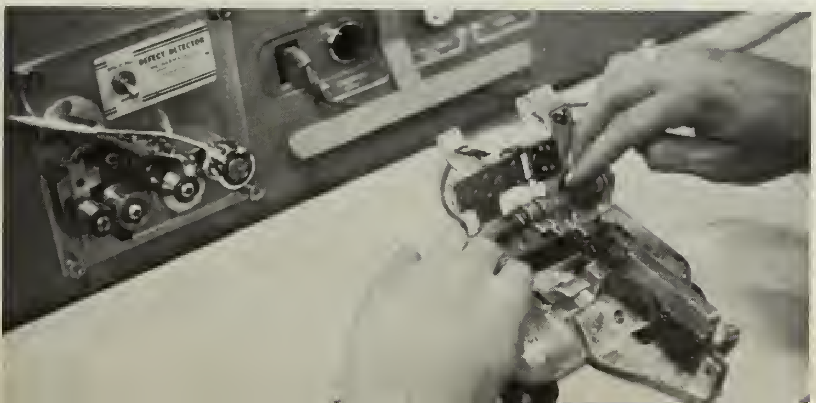
If something is wrong with a print, the movie exchange personnel have to repair the damaged portion, matching scenes as well as possible. Another man, EM3 V. J. Smith, works at the daily desk issuing movies to ships in port. Clavet also maintains a watch bill to make sure that ships can draw film during the weekends and daily up to 2000.

Asked if he thought all this expense and effort that the Navy goes to in supplying the Fleet with its nightly movie was worth it, Clavet replied, "Sure it's worth it. Ask anyone in the Navy and he'll tell you, short of liberty, there's nothing that boosts morale more than the evening movie!"

"By golly, they do have Raquel Welch!"

—Story by JO2 Charles Holman,
—Photos by JO3 Greg Gendall.

EM3 V. J. Smith fills out inventory reports on prints in stock prior to their release to the Fleet. Below, right: Film inspector splices a film by hand to insure an error-free exhibition.



NTC BAINBRIDGE:

IT STARTED back in the spring of 1968. A group of young people got together with the mayor of Baltimore, Md., and his staff—their purpose: to develop a major summer program which would reach the underprivileged youngsters of the city. Before the idea sessions were over, there were a sizable group of people and agencies involved. They ranged from members of the Baltimore Colts football team, including Lenny Moore and John Mackey, to members of the U. S. Navy.

This is the story of what they accomplished, the story of Camp Concern, a plan for a summer program designed to benefit at least 500 youngsters each day.

Last year more than 5000 youths benefited from the project. This year the numbers were even larger.

It was funded by the Department of Health, Education and Welfare and the Office of Economic Opportunity; run by the City of Baltimore; and utilized facilities provided by the U. S. Navy at the Naval Training Center, Bainbridge, Md. Camp Concern has now completed its second year, operating in the summer months.

Each day, approximately 500 youngsters were bussed from designated pickup points in Baltimore to the Naval Training Center, Bainbridge. The youngsters, ranging in age from 10 to 19 years, were selected by community leaders in and around the Baltimore area.

THE CAMP DAY OFFICIALLY got underway at about 10:30 A.M. each day with a formal ceremony consisting of the pledge of allegiance to the flag. The pledge, which was led by a volunteer selected from the ranks of the campers, was an innovation added to this year's schedule at the request of the Commander, U. S. Naval Training Center, Captain Harold D. Durham, USN.

CAPT Durham was an enthusiastic supporter of Camp Concern, and a great favorite with the young campers. During the summer, whenever he had a free moment, he could usually be found at the large drill hall, which served as the hub for the camp's activities.

The camp itself had many facets, and was concerned with health, education and educational rehabilitation, training, wholesome recreation, sports, and entertainment. Camp Concern also conducted instruction in the exercise of traditional American citizenship

Buses arrive from Baltimore City. Time to eat at Camp Concern. Campers receive lecture on health and dental hygiene and Navy cook receives helping hand from campers.

US NAVAL TRAINING CENTER
BAINBRIDGE MD
MAIN GATE
SHOW PASSES
LIGHTS OUT
CHARTER

CAMP CONCERN

and discipline by infusing the feeling of comradeship.

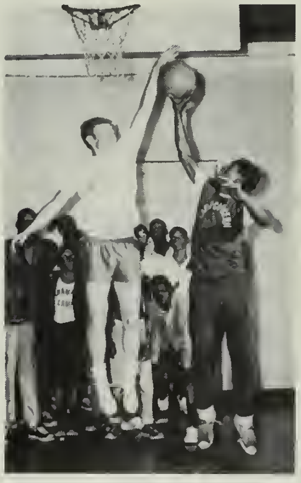
Navymen at Bainbridge, both officer and enlisted, took a great interest in the camp, and volunteered their services to conduct basketball and wrestling clinics for the youngsters. Basic skills and sportsmanship were stressed at these clinics, which were held daily, Tuesday through Friday.

Nearly every afternoon when the camp was in operation, rock bands came from the Baltimore area to perform in the drill hall, and the campers could dance, or listen, as the mood struck them.

The campers also had an opportunity to engage in softball, volleyball and last, but not least, to swim in the large indoor pool provided for their use.

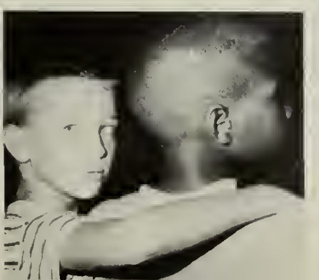
In the field of health, Camp Concerners had regularly scheduled movies and lectures in health and oral hygiene. Many of these lectures were conducted by sailors from the center's dispensary and dental department.

The campers were fed two meals each day, eating in the center's main galley. The youngsters had only one recurring complaint about the food, and that was, it was so good that "we eat too much."



Basketball clinic is held each morning. LT Charles S. Lynch explains elements of wrestling. Campers enjoy daily swim.

Center Commander CAPT Harold D. Durham chats with youngsters. Big smile signifies a well-filled tummy. Volleyball is one of the sports enjoyed at the camp. Camp Concern fosters understanding and friendship among youth of Baltimore's inner city.



Thanks Navy!
196

Signs and smiles express youngsters' appreciation.

today's navy

Plush Living at Great Lakes

Men students at Great Lakes Hospital Corps School will be living in style in the new bachelor enlisted quarters opened this summer.

The $1,500,000 reinforced concrete building will house 615 men in three stories. Built-in closets, new furniture, drapes, bedspreads and area carpets are included in the three-man rooms.

Each floor has two television lounges and four lavatories. Laundry facilities and a large game room are in the basement; on the first floor is a large central lounge for meeting visitors.

The new BEQ is the first unit of a three-building complex planned for the school. The second, an enlisted women's quarters, is scheduled for completion in late spring 1970. The last building, to contain classrooms, an auditorium and a library, will be built when funds are available.

Floating Museum

USS *Algol* (LKA 54) calls herself a "floating museum" and has a good reason for doing so. It's not, however, because of her age.

The amphibious cargo ship carried a series of original paintings on loan from the Norfolk Museum of Arts and Sciences when she deployed for the Caribbean this year.

The artwork, consisting of 15 paintings by American and European artists, was hung for visitors to see during *Algol's* calls to Central and South American ports.

The idea for an artistic approach to goodwill visiting first came to Captain J. D. Reilly when he was commanding the submarine USS *Cutlass* (SS 478). Among the guests on a brief cruise off the Virginia coast was a museum director.

After he took command of *Algol*, CAPT Reilly discussed the idea with museum officials. They agreed to cooperate on the same basis as with local businesses which display museum paintings on special occasions.

Lieutenant (jg) George Damon of *Algol*, who had been an art major in college, chose the paintings with help of the director of the museum's sales and rental gallery.

And the museum sailed away.

Bilge Cleaning Can Be Fun?

Cleaning the bilges has never been much to write home about, but this time it was different.

Instead of using the roll-up-your-sleeves - and - chip - and - scrub - and-blast method, which never has been fully satisfactory, a chemical solution was pumped into the bilges and all that rust and all those scales and all that other stuff seemed to disappear like magic.

The occasion was a periodic cleaning of USS *Forrestal* (CVA 59) at the Norfolk Naval Shipyard. Here's how it worked:

A caustic-sequestrant solution (sodium hydroxide and sodium gluconate) was pumped into the bilge area and then agitated at 190 degrees Fahrenheit. It was pumped out and left a smooth surface free of scales and rust after relatively little fuss and muss.

The old methods of hand- and blast-cleaning in carrier bilges may now be obsolete. After hand-cleaning, bilge surfaces were never smooth enough for the layers of epoxy coating which provide a final seal. With blasting, dust and other abrasives often contaminated the machinery which could not be removed during the cleaning process.

The chemical bilge cleaner was developed at the San Francisco Naval Shipyard and successfully tested aboard the carriers *Coral Sea* (CVA 43), *Oriskany* (CVA 34), *Midway* (CVA 41) and *Hornet* (CVS 12).

Its use aboard *Forrestal* introduced the process to the Norfolk yard, and meant that for a while last summer, *Forrestal* must have had the cleanest bilges in the Navy.

Tico Is Striking for 26

The oldest attack carrier in the Seventh Fleet began her second quarter-century on 8 May—still on the job.

Her first 25 years brought five battle stars in World War II and three Navy Unit Commendations for the Vietnam conflict. But USS *Ticonderoga* (CVA 14) isn't ready to rest on her laurels yet.

In fact, she's still breaking records as the first CVA to make five combat cruises to Vietnamese waters.

She entered the Pacific Theater in 1944, and earned battle stars for the Western Caroline Islands, Leyte, Luzon, and Okinawa Gunto operations, and for the Third Fleet operations against the enemy homeland.

In January 1945, *Ticonderoga* was hit by two kamikazes and lost 143 men. But after a brief yard period, she was back in action for the last five months of the war.

She kept busy attacking Japanese-held islands, supporting allied troops ashore, and destroying enemy shipping. Her score: 364 enemy planes destroyed or damaged, 45 ships sunk and 100 ships damaged.

Shortly after the end of hostilities, *Tico* served as a "Magic Carpet" transport to bring troops home. Then she was put in reserve in January 1947.

Her recommissioning in 1954 opened three years of yard work, shakedown cruises and one Mediterranean cruise. By 1957, when she rejoined the Pacific Fleet, *Ticonderoga* had new steam catapults, an angled deck, and other improvements.

In the past 12 years, she has made 10 deployments to the Western Pacific. During that time, besides winning three Navy Unit Commendations, she earned the Battle Efficiency "E" four times from 1960 to 1965.

Ticonderoga's birthday celebrations didn't keep her pilots from their missions in support of allied forces in the Republic of Vietnam.

(The ALL HANDS Share-the-Glory Department feels impelled to point out that the Navy's oldest attack carrier, USS *Hancock* (CVA 19), also has an enviable Vietnam record.

(*Ticonderoga*, by the way, was originally named *Hancock*, and vice versa. The names were switched a year before the two carriers were commissioned, *Hancock* (ex-*Ticonderoga*) three weeks before *Ticonderoga* (ex-*Hancock*).)

TICO IS TWENTY-FIVE

USS Ticonderoga (CVA 14) begins her career as she slides into the water in 1944. Above: Smoke pours from Tico after being hit by kamikaze planes in South China Sea in 1945. Below: Carriermen spell out their own greeting as they enter Subic Bay after a line period in Vietnam waters.

LAST LOOK—Ammunition ship *USS Shasta* (AE 6), a veteran of World War II, has retired from the Navy and been decommissioned at Little Creek, Va.

Shasta Says Farewell

This *Shasta* was no bottle of soda pop. The Navymen who knew her best said she was dynamite, so to speak.

Built for the Maritime Commission but acquired by the Navy in April 1941, the veteran ammunition ship (AE 6, if you didn't know) endured longer than do most career Navymen. And thousands of Navymen knew *Shasta* well.

During World War II, some of *Shasta's* crewmen at times wished they were someplace else, but they, like the ship, survived.

Shasta was gutsy. In August 1942, for example, she moved a load of ammo from the U. S. to New Zealand—unescorted.

She made six other runs across the Pacific, picked up five battle stars, rode out a typhoon, and made emergency turns to avoid mines while dangling a few tons of high explosives between her and the receiving ship.

It was the night of the typhoon that most *Shasta* old-timers will never forget.

On 5 Jun 1945, the ship ran into winds that reached nearly 100 knots. At the peak of the storm, 27 depth charges broke loose from lashings on the main deck aft. Crewmembers broke out mattresses and used them to cushion the clattering charges until the storm subsided enough to permit them to stow the ordnance in a main deck passageway.

There also was some action in the forward hold. Sixteen-inch projectiles, 250 of them, broke loose and fell one deck's distance on top of some 1000-pound bombs. Again, *Shasta's* luck held; none of these exploded.

On another occasion, an enemy pilot dropped a bomb that hit the water between *Shasta* and her sister ship, USS *Mauna Loa* (AE 8). But again, *Shasta* escaped without damage.

On 4 Nov 1943, *Shasta* took 9000 tons of ammunition into her holds at San Francisco and topped the load off with some defective detonators that were to be deep-sixed after she was well to sea. However, as *Shasta* cleared the docks, the detonators began to smoke. *Shasta*-men didn't wait for the "well-to-sea" phase of her operations.

Later that same day, *Shasta* was clearing the Golden Gate in dense fog when she collided with a seagoing tug. She had to put back into San Francisco Bay for a plate to be welded over the hole in her side.

At Iwo Jima, *Shasta* was attacked by shore batteries for three successive days, but the enemy fire reached no closer than 25 yards off her port bow. Here, *Shasta's* crew had a ringside seat to watch the raising of Old Glory atop Mt. Suribachi.

After the war, *Shasta* was decommissioned, but she was brought back for Korea and since then has worked such areas as Jordan, Lebanon and Suez, and took part in the search for the submarine *Scorpion*.

On her 25th anniversary in 1967, she was in WestPac with the 7th Fleet off Vietnam.

Finally too old for the times, *Shasta* was decommissioned at Little Creek, Va., last July. She'll be missed by plenty of Navymen.

Glynco Takes Efficiency Award

The kudos went to the Naval Air Technical Training Center, Glynco, Ga., selected as the outstanding NATTC for competition year 1969.

Although well deserved, it wasn't exactly a runaway win. Nine NATTCs vied for the honor, and when the competition points were tallied, only three percentage points separated the winner from the eighth runner-up.

Such keen competition, judged by Rear Admiral Ernest E. Christensen, Chief of Naval Air Technical Training, attests to the high excellence of each NATTC activity. The admiral presented the Chief of Naval Air Technical Training Efficiency Trophy to Glynco NATTC's commanding officer, Captain Jack L. Fruin.

The award was based on the effectiveness of the center's performance of assigned missions, functions, and tasks as indicated by the results of command inspections during the competition year.

Like its sister activities, NATTC Glynco provides basic, advanced and specialized training for officers and enlisted personnel in the fields of combat information center operations, advanced naval flight officer duties, air traffic control operations, and maintenance of aviation-oriented equipment.

Orion's Mission: Status Alfa

THERE ARE SOME combinations that go together like ham and eggs or salt and pepper. There are also other combinations like *Orion* and submarine which play cat and mouse.

The Navy P-3 *Orions* are turboprop aircraft which have only one job: to be the cat for the submarine which plays the mouse.

Aboard *Orion*, there is a quality called *status alfa* which is attained when teamwork reaches a point at which the crew's communications, sensor and ordnance specialists can communicate their information to the plane's tactical coordinator so he can rapidly evaluate it and decide on a course of action. When the decision is made, even the pilot must maneuver *Orion* according to the tactical coordinator's instructions.

Teamwork aboard *Orion* is no accident. Each crewmember takes many training flights and attempts 22 evaluation exercises which test his abilities.

Each exercise brings the crewman to the ASW equivalent of a final examination in which he and his fellow crewmembers must use every means available to locate an enemy submarine, which tries all its tricks to avoid detection.

To outwit the sub, the crew must have worked together for a long time. If any crew member drops out during training, the entire crew's readiness is impaired until his replacement rises to an equivalent skill.

By the time the crewmen reach their final evaluation exercise, they have ceased to function as individuals. Instead, the 12 men operate as a unit, bound together by long hours in the air and a sure knowledge of how to do their job. That's *status alfa*.

—Story by Lieutenant John Sawyer,
Photos by PH1 Sam Holmes

Tactical crew of Patrol Squadron 50 operates Orion's electronic sensors. Below: Plane commander and copilot scan gauges, dials and sky while on patrol.

San Diego Joins Fleet

The arrival of USS *San Diego* (AFS 6) at Norfolk last July means the Atlantic Fleet now has three of the new high speed combat store ships. The others are *Sylvania* (AFS 2) and *Concord* (AFS 5).

These *Mars*-class ships are designed to keep pace with fast carrier task forces while performing various logistic support services. The AFS generally combines the functions of the AF (store ship), AKS (stores issue ship) and AVS (aviation supply ship). *San Diego*, for example, carries more than 15,000 different supply items.

WEST TO EAST—New high speed combat stores ship *USS San Diego* (AFS 6) leaves San Diego for home port at Norfolk and duty with Atlantic Fleet.

Much of the AFS cargo is delivered by two heavy-lift helicopters based on board. This vertical replenishment augments other approaches, such as tension wire highline.

Computers and data processing technicians help the AFS keep abreast of supply inventories and insure speedy replenishment cycles.

The newest AFS was built in San Diego, Calif., and commissioned last May. She is the third ship to bear the name *San Diego*.

The first, an armored cruiser, was the only major American warship sunk by an enemy submarine in World War I. She went down in the North Atlantic in 1918.

The second *San Diego* was a light cruiser (CL 53) built during World War II and later reclassified as an antiaircraft cruiser (CLAA). This *San Diego* was decommissioned in 1959.

The new *San Diego* and her 400 officers and crewmembers will operate from Norfolk with Service Squadron Four.

Time for a Breather

For a while, at least, their jobs were done. Now they came home for a rest.

USS *Coontz* (DLG 9) returned to San Diego after a six-month deployment to the Western Pacific. Her duties included search-and-rescue and plane guard missions in the Gulf of Tonkin, Yellow Sea and Sea of Japan.

USS *Lyman K. Swenson* (DD 729) came back to San Diego after a six-month cruise in which she served as escort ship, gunship, and search-and-rescue vessel in the Western Pacific. She helped in saving 11 lives: seven from a helicopter which crashed at sea during night operations, and four Vietnamese fishermen adrift in their sampan without food or water.

Pearl Harbor welcomed **USS *Ernest G. Small*** (DDR 838) and **USS *Davidson*** (DE 1045) home after a Western Pacific deployment.

Two San Diego-based destroyers, **USS *Hopewell*** (DD 681) and **USS *Duncan*** (DD 874), came home together after seven months in WestPac.

The ships' duties included coastal patrols, gunfire support, carrier escort and Positive Identification Radar Advisory Zone (PIRAZ) assignments. *Hopewell* also operated in shallow water to support riverine forces with medical assistance and shore bombardment.

Duncan and *Hopewell* took part in Australia's annual commemoration of the Battle of the Coral Sea; later, their crews witnessed the splashdown of the *Apollo 10* astronauts.

The Pacific Fleet's newest and largest destroyer tender, **USS *Samuel Gompers*** (AD 37), came back to San Diego after five months in Subic Bay, Republic of the Philippines.

During the deployment, *Gompers* served 237 ships of 42 types, ranging from minesweepers to attack carriers, with repairs, supplies, food, computer services, fuel, and medical and dental care. The most dramatic operation took place on Thanksgiving Day last year, when an emergency appendectomy saved the life of a destroyer Navyman who was highlined to *Gompers* at sea.

San Francisco-based **USS *Mattaponi*** (AO 41) came home to end her fifth Vietnam deployment in as many years.

The oiler refueled nearly 300 ships during the cruise, pumping 30 million gallons of fuel to her customers. The 27-year-old ship is a veteran of World War II, and the Korean and Vietnam conflicts.

We're Communicating:

BuPers Detailers Confer with Air Station Personnel

The 135,000 Navymen in Group Nine aviation ratings are assured of fair treatment by their detailers in BuPers—if they keep the detailers advised of their duty status and wishes.

This was one message delivered to men of the Naval Air Advanced Training Command at Corpus Christi by a team of enlisted detailers from the Aviation Rating Control office at BuPers.

The three-day visit was designed to improve communications between BuPers and the NAATC's three air stations, and to inform the airdales of recent and proposed changes to Group Nine assignment procedures.

The team was led by Captain George H. Lee, head of the BuPers Aviation Rating Control section, and included seven master chief petty officers who are detailers for specific aviation ratings.

The team held informal discussions with the NAATC personnel at the air station's three enlisted and CPO clubs.

"We're at BuPers to look after you," CAPT Lee told one assembly. "We want to hear from you—what you want and why."

CAPT Lee admitted that "problems do exist," and that "we don't have all the answers, but we're finding answers and smoothing things out."

The detailers discussed orders, tour extensions, humanitarian assignments, schools and forthcoming changes in service ratings and "dream sheets." They asked for and answered questions to the satisfaction of the air station personnel.

SOME OF THE points that were made:

- Several choices should be indicated on "dream sheet" duty preference lists. These choices should not be limited to one general area. For example, "Don't list all the billets in Jacksonville," warned CAPT Lee. "We know what billets are open. Just put Jax down once, along with, perhaps, Albany and Pensacola."
- Special problems such as retarded, blind or crippled dependents should be indicated on duty preference cards and letters of request. "If we hear about these things, we can give them special consideration."
- BuPers may, in the future, assume detailing responsibility for all career petty officers.
- The detailer's job would be easier and more efficient if commanding officers would assign NEC codes to qualified personnel.
- Every effort is made to issue transfer orders four months before a rotation date. If an emergency develops and transfer is required within 30 days of notification, the detailer will go so far as to telephone the man personally to determine whether he can respond.
- "We understand the problems of moving, finances, children and special housing situations," CAPT Lee said. "We know you can't pull a house trailer to Hawaii. Let us know what your problem is and we'll see what we can do."
- Aviation commands can plan on receiving plenty of "A" school graduates. During the past year, naval aviation received 30,000 new men. Of these, 19,000 went to "A" school, 6000 to "P" school and the remainder directly to the Fleet after boot camp. During 1970, the input is projected at 22,095, of which 3600 will attend "P" school and the remainder "A" school.
- A number of aviation service ratings will be merged into general ratings. For example, by the end of this year, it is expected that all aviation machinist's mates will be designated under the AD general rating, thereby eliminating the ADJ (jet) and ADR (reciprocating engine) service rating specialties. The AT, AQ and AM general ratings also are in line to absorb service ratings.
- Computers tell the detailers how many billets there are to be filled, and how many men are available to fill them. Actual assignments receive the human touch. "We review and carefully consider individual records," said CAPT Lee. "Our computers don't do that job."

—Chief Journalist Bob Maier

Fletcher Ends Last Tour

The "Fighting *Fletcher*" (DD 445), namesake of the most numerous class of destroyers in World War II, is being retired after illustrious service in three conflicts.

Her last of a score of Western Pacific deployments ended in May as she returned to Pearl Harbor from Vietnam duty. In the previous 27 years she had won a total of 20 battle stars.

Fletcher, first of 175 of her 2100-ton class to be built during World War II, received her baptism of fire in November 1942 at Guadalcanal, four and a half months after she was commissioned. In that battle, the Japanese navy lost a battleship and two destroyers; American losses were two cruisers and four destroyers. Of all the Allied vessels involved, only *Fletcher* came through undamaged —and she was credited by Admiral Ernest J. King with torpedoing a heavy cruiser.

(Later records do not confirm the attack by *Fletcher*; but the situation in the furious 24-minute battle was so confused no one will really ever know.)

She seemed to continue her charmed life for the next two years. She didn't receive a scratch as she earned credit for sinking an enemy sub, bombarded Japanese installations and shipping, covered Allied landings, shot down enemy planes and rescued survivors.

On Valentine's Day, 1945, she took her first damage. A 6-inch shell from a shore battery on Mariveles exploded after passing through *Fletcher's* main deck, killing five men and putting both forward guns out of action. Within six days, unassisted, she had fully repaired the damage and was ready for the next operation.

She was put out of commission in reserve from 1947 to 1949.

During the Korean conflict, *Fletcher* participated in the invasion of Inchon and took part in bombardment, antisubmarine warfare, carrier escort and patrol operations.

In 1963, she was a unit of recovery force for astronaut Gordon Copper during MA-9 space flight.

In her last combat cruise this year, *Fletcher* patrolled the Republic of Vietnam coast in support of Allied forces from the Mekong Delta to the Demilitarized Zone, and escorted carriers in the Gulf of Tonkin.

Five Subs Retired

Five Pacific Fleet submarines—all veterans of World War II action—were decommissioned recently at Mare Island.

They were USS *Bream* (SS 243), *Bluegill* (SS 242), *Charr* (SS 328), *Raton* (SS 270) and *Tunny* (SS 282).

Tunny, oldest of the group, was commissioned 1 Sep 1942. She won the Presidential Unit Citation for the second and fifth of her nine war patrols. In 27 years, she has filled the roles of Fleet submarine, guided missile submarine and unconventional warfare submarine.

As a missile sub, she launched the first *Regulus* fired from a submarine. Later, for her performance in unconventional warfare duties, she received the Meritorious Unit Commendation.

Raton, commissioned 13 Jul 1943, sank 44,000 tons of enemy shipping in seven patrols, and received two Navy Unit Commendations.

Bluegill, commissioned 11 Nov 1943, sank the light cruiser *Yubari* on her first patrol, to earn the first of two Navy Unit Commendations in six patrols. During the last patrol, her crewmen swarmed ashore with small arms and sabers to capture Pratus Atoll, site of a Japanese radio and weather station. *Bluegill* men raised the U. S. flag and renamed the island for their submarine.

Bream was commissioned 24 Jan 1944, and made six war patrols. During one, she made a solo attack on a column of cruisers. She eliminated the heavy cruiser *Aoba* from the Battle of Leyte Gulf; afterward, she was severely depth-charged and was claimed as a victim by Tokyo Rose.

Charr, commissioned 23 Sep 1944, made three war patrols. In one daring action, she lay at anchor a mile off the coast of Indochina (now Vietnam) for four hours in broad daylight, while crewmen paddled ashore to rescue a downed aviator.

Final Tour for USS Black

The effects of long service and wide travel finally caught up with the destroyer USS *Black* (DD 666).

In July, *Black* returned to San Diego from WestPac to be decommissioned and then scrapped or placed in the Reserve Fleet.

Commissioned in 1943, *Black* was named after Lieutenant Commander Hugh D. Black, whose destroyer USS *Jacob Jones* (DD 130) was torpedoed and sunk in the Northern Atlantic in February 1942.

Black has seen plenty of action. During World War II, she worked from the Gilberts to Japan and in one year conducted a number of search and rescue missions; helped sink three enemy ships; provided AAW protection for carriers, battleships and supply ships; and shot down or damaged numerous enemy aircraft, one of which crashed only 10 yards from *Black.*

Black was inactivated after the war, but was recalled in July 1951. While operating in the Atlantic in January 1953, *Black* joined DesDiv 281 for a cruise around the world, during which she visited Korea to take part in shore bombardments.

In January 1955, *Black* returned to the Pacific and thereafter worked with the 1st and 7th Fleets.

Early in the Vietnam conflict, *Black* and USS *Higbee* (DD 806) claimed to be the first U. S. warships to participate in Operation Market Time.

In April 1965, *Black* became one of the first ships to demonstrate that effective naval gunfire can be directed by airborne spotters. With a single salvo from her main battery, *Black* destroyed an enemy gun position that had taken her spotter under fire.

Black's final WestPac deployment was her 12th since 1955. She leaves the service heavy with 13 replicas of campaign and service ribbons for duty from the Gilberts in 1943 to Vietnam in 1969.

A Master Chief Retires on 30

Piped Ashore

Rear Admiral Kinney and Master Chief Gunner's Mate DeHart inspect during the chief's retirement ceremony.

THE ADMIRAL and the chief weren't strangers. They used to shine shoes together in basic training before the war.

It was in San Diego where Rear Admiral Sheldon H. Kinney and Master Chief Gunner's Mate Peter DeHart first met as seaman recruits of Company 36-3, in 1936. The admiral was the 1st platoon leader; the chief, the recruit company commander.

Today, Admiral Kinney serves as Assistant Chief of Naval Personnel for Education and Training, a post he assumed early this year.

Chief DeHart, who was honored as one of the original 11 SEA candidates for the job as Master Chief Petty Officer of the Navy, retired in Washington, D. C., on 1 August, ending 30 years' active service.

On hand for the chief's retirement, Admiral Kinney read a letter of appreciation to his former shipmate of three decades ago. Then the two reminisced about a bygone era in which both took initial steps toward their separate, but related, careers.

After serving four years with the gunnery crew on board the battleship USS *Idaho* (BB 42), Chief DeHart returned to civilian life until 1943, when he reenlisted to serve as a gunnery instructor during the war. It was later that he decided to make the Navy his career.

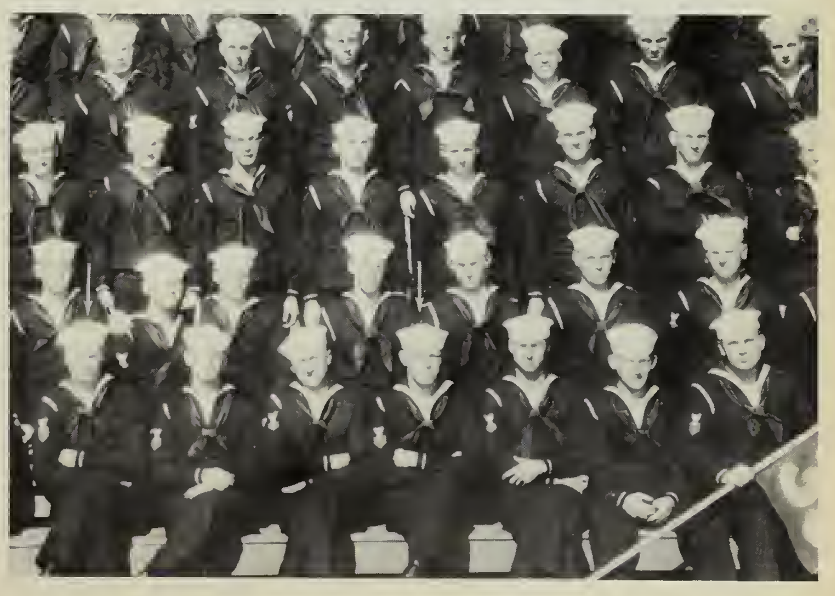
Admiral Kinney had begun his career with an 18-month tour as a seaman before earning an appointment to the Naval Academy where he graduated with honors in 1941.

Twice, before the retirement ceremony, the two Navymen crossed paths, once passing through Long Beach, Calif., in 1939 when Admiral Kinney was on leave from the Academy, and Chief DeHart was back from a tour in the Pacific; and again in 1957, this time in the Bureau of Naval Personnel where the admiral was attending to details before he became Commandant of Midshipmen at the Naval Academy, and Chief DeHart was a technical writer-advisor with the Training Publications Division, Navy Personnel Program Support Activity. This was the same organization with which he was serving on his most recent tour, when he retired. The pictures here show them on their first and last tours together in the Navy.

—Story by JOC Marc Whetstone, USN
Photos by JOC Ely Orias, USN

Inspection and (below) Chief and Mrs. DeHart reminisce with RADM Kinney.

Part of the admiral's and chief's recruit company. Apprentice Seaman DeHart is seated front row left and Apprentice Seaman Kinney fourth from left in same row.



bulletin board

Family Protection Plan for Retired Navymen

Before you reach 19 years of service for pay purposes on active duty (or age 58 as a Reservist) you are advised to consider the benefits available to you under the Retired Serviceman's Family Protection Plan.

In essence, you may agree to draw less retired or retainer pay in order to provide a monthly income for your wife or children after your death.

Formerly known as the Uniformed Services Contingency Option Act of 1953, RSFPP has been expanded and today is one of the soundest such insurance plans ever devised.

The plan is intended primarily to supplement commercial or other government life insurance. However, if you do not have other insurance, it is possible that any dependents you leave behind will have only their RSFPP survivor annuities to count on as regular income.

Changes to RSFPP signed into law in August 1968 expanded many of the benefits. BuPers Inst. 1750.1 series has the details. Here's a report:

Enrollment

You may enroll in RSFPP any time before you complete 19 years of service for pay purposes. Or, you may enroll after 19 years of service provided you serve at least two years after enrollment. This satisfies a primary requirement for advance elections and helps to maintain cost rates which apply to all who participate.

If you are unable to sign up before completing 19 years of service because you're stationed in an isolated area, or for some other reason over which you have no control, you have a one-year grace period to complete the paperwork.

Also, if you are granted retroactive retired pay, you may make an election within 90 days after notification that the retroactive pay has been granted.

The usual procedure is for your personnel office to notify you of your RSFPP options well before your 19th service anniversary. You are provided with a copy of NavPers 1740/5 and then you either sign up for the plan, stating the options you desire, or return the form and say you do not wish to participate.

If you enroll, the form must be dated, signed, witnessed and delivered to your commanding officer (if you're on active duty) or postmarked (if you're inactive) not later than midnight on the day you complete 19 years of service, or reach age 58 as a Reservist.

Assuming you do not change or revoke your elections, RSFPP automatically goes into effect when you retire.

Options

You have the choice of one or a combination of three basic options, and you specify whether your eligible survivors will receive a percentage or dollar amount of your retired pay.

The maximum you may specify is one-half of your retired pay. The minimum is one-eighth of your retired pay, or $25, whichever is greater.

Before the plan was changed in August 1968, there was a fourth option which had to be included if you wanted your full retired pay to be restored if you no longer had eligible beneficiaries. Under the old law, you selected an annuity of one-half, one-quarter or one-eighth of your reduced retired pay—your pay reduced by the cost of participating in RSFPP.

Now, when you retire, you have the protection of the old option four without specifically asking for it.

Before you settle on an option or combination of options, you should consider all the pertinent details, such as cost, family needs while you are retired, and projected family needs in the event of your death.

- Option 1 provides an annuity to your widow as long as she lives and remains unmarried.
- Option 2 provides payments in equal shares to or for your eligible children.
- Option 3 pays a monthly annuity to your widow until her remarriage or death. The payments then are divided equally among your eligible children.

You should note that you may allocate a part of the annuity to any of your children, even if they are not the children of your beneficiary wife. You may specify this allocation either before or after you become eligible for retired pay. However, if you take the action after you retire, your wife still must be eligible for an annuity. If she remarries or dies, the annuity then is divided equally among all your eligible children.

Full retired pay is automatically restored to RSFPP members who retire after 13 Aug 1968 when they no longer have eligible beneficiaries. Those who retired before 13 Aug 1968 and did not select the old option 4 coverage had until 1 Sep 1969 to purchase it.

Multiple Options

RSFPP is flexible in that you may select multiple options. You may combine options 1 and 2, but the combined annuity may not exceed one-half of your retired pay.

You may not combine option 1 with option 3, or option 2 with option 3. However, and this is part of the new law, you may change option 3 coverage to option 1 if on the date you retire you have no children under 18 or otherwise eligible for annuities.

Effective 1 Nov 1968, if you elect option 3 and your wife dies or you are divorced after retirement, you will have full coverage for eligible children with no further deductions from your retired pay.

Also effective 1 Nov 1968, if you select option 2 or option 3, your children between ages 18 and 23 are eligible for annuities if in full-time attendance at an educational institution. However, if you designate in retirement that children over age 18 not be eligible, deductions from your retired pay will stop if you have no other eligible children.

Changes, Revocations

Effective 1 Nov 1968, the most recent elections, changes or revocations you make before completing 19 years of service for pay purposes are effective when you retire. Changes or revocations you make after completing 19 years of service become effective on retirement only if two years or more have lapsed between the date you retire and the date you made the changes or revocation. Under the old law, this waiting period was three years.

Another provision of the 1968 amendments applies if you have major changes in dependency because of death, divorce, annulment, remarriage or acquisition of children. Here, you may change your RSFPP elections to reflect the needs of your altered family status, and the change becomes valid when you retire. (However, the change must be submitted within two years of the event.)

If your election is found to be void for any reason except fraud or willful intent, you have 90 days to make a corrected election. The Secretary of the Navy has the authority to make changes he considers necessary to correct administrative errors.

Under the old law, withdrawal from RSFPP after retirement could be approved only if you experienced a severe financial hardship either caused or magnified by your participation in the plan. However, now you may request a reduction in your coverage, or even complete withdrawal from the plan.

Any reduction in coverage or withdrawal from the plan would become effective on the first day of the seventh month following the month of your request. However, no portion of your deductions for RSFPP would be refunded.

Cost

By law, RSFPP must be self-supporting on an "actuarial equivalent" basis. This means that the amounts contributed toward the plan by its participants must be sufficient to defray annuity payments.

However, all the administrative and overhead costs are paid by the government, which means that all member contributions are returned to service families in the form of annuities.

A board of actuaries monitors the plan and increases or decreases cost rates as necessary to maintain a sound financial footing.

What it actually costs you as a participant depends on your age at retirement, the amount of your retired pay, the options you select, the annuity you select, and the ages of your beneficiaries.

Once the deductions are established for you, the cost of RSFPP does not change.

You should note that retired pay deductions are based on rates in effect at the time you retire. These may not be the same as the rates in effect when you sign up for the plan. For example, a Navyman who enrolled in 1963 and then retired in 1966 had a reduction in retired pay based on the slightly lower 1966 rates.

However, both the monthly reduction and the amount of the annuity remain the same as they are on the first day you receive retired pay. This holds true even if your retired pay later is increased.

Of course, you do not pay into the plan until retirement, and your contribution is automatically withheld from your retired pay.

The RSFPP deductions are not subject to federal income tax; you are taxed only on the retired pay you actually receive. (However, some *states* do not follow a 1966 federal ruling in this regard. Therefore, at tax time, you should check with your state or local authorities on whether your total retired pay, including your contributions to RSFPP, should be reported.)

Some participants make deposits instead of receiving reduced retired pay. This would be the case if you waive retired pay in order to draw disability compensation from the Veterans Administration, or if you are recalled and draw active duty pay instead of retired pay.

The Finance Center determines the amount of the reduction in your retired pay, based upon tables which scale the dollar costs for appropriate amounts under the options and ages concerned.

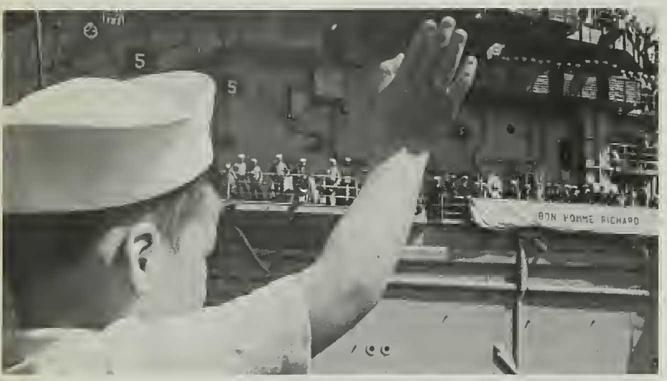
Cost tables are contained in NavPers 15945 series.

Also, BuPers Notice 1750 (29 Mar 1969) has tables for estimating the cost of RSFPP coverage under most usual circumstances.

For the specific dollar costs that would apply to your situation, check with your personnel office or insurance officer.

Annuities

When the Finance Center receives official notification of your death after retirement, it will forward to your survivors the forms and information they'll need to apply for RSFPP annuity payments.



Survivor annuities are subject to income tax. However, if you retire because of service-connected disability and die before reaching normal retirement age, your survivors may exclude up to $5000 in annuities when figuring gross income for federal tax purposes. (The Internal Revenue Service has established "normal retirement age" as the age at which you would have had the right to retire had you continued on active duty.)

It is possible for your survivors to receive RSFPP annuities along with Dependency and Indemnity Compensation paid by the Veterans Administration. Entitlement to both depends on type and date of retirement, cause of disability, if any, and other considerations peculiar to a given situation. Your insurance officer has the details.

If you're a Reservist, effective 13 Aug 1968, the date of your eligibility to Reserve retired pay is your 60th birthday instead of the first day of the month following your 60th birthday. This means that you begin to draw Reserve retired pay on the same date you become eligible for RSFPP, provided, of course, all other requirements have been met.

No Dependents

Even if you have no dependents, you should consider enrolling in RSFPP. Perhaps you will marry, or your dependency status might otherwise change, before you retire.

Remember that deductions from your pay for RSFPP coverage do not begin until you retire. If by then you have no dependents, your RSFPP elections are void and cost you nothing.

Also, you are advised to avoid withdrawing from the plan before retirement solely because your beneficiaries lose their eligibility. You do not participate in the plan if you have no eligible beneficiaries at the time you retire.

However, if you should acquire new beneficiaries before retiring, and had revoked your earlier elections, your dependents might not receive the RSFPP annuities.

Full details on this important subject are contained in BuPers Inst. 1750.1 series. Remember to check into RSFPP before you complete 19 years of service, and if you have any questions, see your insurance officer.

These Terms and Definitions Will Help to Explain RSFPP

Here are some definitions that apply to the Retired Serviceman's Family Protection Plan:

RSFPP—Retired Serviceman's Family Protection Plan. Formerly known as the Uniformed Services Contingency Option Act.

Widow—Can mean widow or widower, depending, obviously, on whether you are a Navy man or woman. Used here, widow means your lawful spouse on the date you retire with pay.

Children—For RSFPP eligibility, the word children (or child) refers to those who meet the following requirements on the date of your retirement with pay: Legitimate children under 18 years of age and unmarried; stepchildren under 18 who are unmarried and dependent on you for more than one-half their support (stepchild relationship terminates upon the stepparent's divorce from the parent spouse, but not upon death of the stepparent); legally adopted children under age 18 and unmarried; and unmarried children over 18 who are incapable of self-support because of physical or mental illness that had existed before the age of 18.

Children in School—Children between ages 18 and 23 who are attending a full-time course in a recognized educational institution may be considered as eligible beneficiaries of those who retire after 1 Nov 1968 with options 2 or 3 in effect.

Years of Service—The number of years creditable when computing your basic pay.

Retired Pay—This includes retired, retirement, equivalent and retainer (Fleet Reserve) pay.

Retirement—Your retirement with eligibility to receive retired pay.

Change of Election—A change in the percentage of the reduced amount of your retired pay under any option, or a change in any of the options selected. Notification of a substitution, deletion or addition of dependents within an option is not a "change," as the election remains in effect for the same class of dependents selected.

Revocation—Cancellation of a previous election. Unless another election becomes valid, revocation amounts to termination of RSFPP coverage.

NavPers Form 1740/5—"Election of Options Under the Retired Serviceman's Family Protection Plan." Official form on which all elections under RSFPP should be submitted.

Base Closures and Unit Relocations—

Homeowners Assistance Program

When a naval installation is shut down or a ship's home port is changed as a result of a DOD base closure or reduction in force, it could mean that a number of Navymen might find themselves on the move. You might very well be included.

If so, and you're a family man, no doubt the family will move with you. If you own your house or are buying one, and don't intend to rent it out, you'll probably want to put it up for sale.

Your success in selling the property will depend largely on demand, however, and this may be less in cases where installations are closed. Other persons are certain to list houses for sale, also.

On the chance that you do experience difficulty getting a reasonable price for your house, don't be dismayed. You may have an ace-in-the-hole by qualifying for certain benefits available through the Department of Defense Homeowners Assistance Program.

Under this program, unit relocations and homeport changes would entitle you to assistance only if the relocation were the direct result of a DOD-directed base closure or reduction in force of a particular installation. Routine home port changes directed as a result of normal military consideration would not qualify.

Before any benefits can be received, however, certain conditions must be met by the homeowner as specified in the HAP law – Public Law 89-754, Section 1013 – as they were written into the law books in 1966. Here are some of the basic conditions.

To reiterate, as a Navyman or Navy employee (other than a temporary employee serving under a time limitation) you may qualify if your service assignment or your job is ended as a result of a closure. You may also qualify if you are transferred *after* the closure announcement is made, but before the installation's gates are closed, if the position you occupied will be eventually vacated by the closure.

Under such conditions, however, you must have been serving or employed at the installation when the closure was announced or at least serving or employed there within six months before the announcement. This condition applies also to government workers whose employment ended as a result of a reduction in force –RIF.

In the event you were transferred from the installation for an overseas tour unaccompanied by your dependents, within 15 months before the closure announcement was made, you would also qualify for Homeowners Assistance.

To qualify fully, however, you must relocate your home beyond a normal commuting distance from the home you vacated, or be able to show that such a move would place you in such financial hardship that you would be unable to meet your mortgage payments and related expenses.

Other factors play a part in qualifying for Homeowners Assistance. For instance, the type of home occupied. Your residence must be a one- or two-family dwelling which you owned and occupied at the time of the closure announcement, your transfer or your termination of employment, whichever. Insofar as trailer houses or mobile homes are concerned, they generally do not qualify since they can be readily removed from the property.

There are three ways you may receive Homeowners Assistance. Which you choose is up to you. One method is to take cash payment to cover part of your losses resulting from a private sale of your home. Another way is to sell your house to the government. Or, you may be paid back for losses you have incurred or expect to incur as a result of the foreclosure of a mortgage on the house.

Here, in depth, are your choices:

If you have sold your house, the amount to be paid to you cannot be more than the difference between (a) 95 per cent of the fair market value of the property before the closure announcement and (b) the fair market value at the time of the sale or the actual sales price, whichever is greater (The fair market value is determined by government appraisal).

For example, your house had a fair market value of $15,000 before the announcement was made that the installation was to be closed. Ninety-five per cent of that figure is $14,250. If you sold the house for $12,000 and the fair market value at the time of the sale was $11,000, the government would pay you $2250.

In other words, the difference between $14,250 and the sales price of $12,000.

On the other hand, if the sales price was $10,000, you would receive $3250 from the government, the difference between $14,250 (the 95 per cent) and the fair market value ($11,000) at the time of the sale.

To magnify some of the small print within the program, a cash payment will not be made on property that is federally insured or that carries a federally guaranteed mortgage, unless the mortgage is paid before or at the time that the Homeowners Assistance payment is made. Nor will payment be made if the mortgage is assumed by a purchaser other than one who satisfactorily meets the requirements of the federal agency backing up the mortgage.

Selling To The Government

If you still own your dwelling, you may choose to sell it to the government. However, the amount to be paid to you cannot be more than 90 per cent of the fair market value of the property before the closure announcement, less the amount of the mortgage or mortgages. The government will assume these mortgages.

In case your mortgage balances are greater than 90 per cent of the fair market value at the time of the announcement, the government will take over your property and your mortgage liabilities, but it will not give you any cash payment. Under certain circumstances, you may be required to give evidence that you tried to sell the property to others before offering it to the government.

If your property has been foreclosed, you may be reimbursed for amounts paid out as a result of the foreclosure. This reimbursement may cover one of two losses: either the direct costs of the foreclosure and costs of expenses and liabilities enforceable under the terms of the loan agreement for the house; or mortgage debts filed against you by a federal agency. If these debts have not yet been paid, the government may pay them on your behalf.

Such foreclosure payments cannot be made unless foreclosure action was started after the basic announcement was made to close the installation. In any case, the law reads that payments cannot be paid for any foreclosure action begun before 3 Mar 1967. Any action begun on or after that date would qualify payments just as if you disposed of the property by private sale.

If you believe you qualify for Homeowners Assistance, ask your career counselor or personnel officer (industrial relations officer, in the case of government service workers) to provide you a claims application (DD Form 1607).

After you have filled in all the detailed information, return the form to him for verification of your service (or employment) records. He, in turn, will mail it to the appropriate claims office which will notify you when your application is received.

If the claims applications are not available at your command, they may be obtained at any one of the 18 Homeowners Assistance Field Offices, a list of which is contained in SecNav Inst 11101.70 of 14 Mar 1968.

Fleet Movie Roundup

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Skidoo (WS) (C): Comedy; Jackie Gleason, Carol Channing.

The Man Outside (WS) (C): Mystery Drama; Van Heflin, Peter Vaughan.

Backtrack (C): Western; Neville Brand, James Drury.

Escape to Mindanao (C): War Drama; George Maharis, James Shigeta.

They Came to Rob Las Vegas (WS) (C): Drama; Gary Lockwood, Elke Sommer.

Sinful Davey (WS) (C): Comedy; John Hurt, Pamela Franklin.

Seven Golden Men (C): Action Drama; Rossana Podesta, Phillippe Leroy.

The Sound of Anger (C): Mystery Drama; Burl Ives, James Farentino.

My Side of the Mountain (WS) (C): Adventure Drama; Theodore Bikel, Ted Eccles.

Riot (C): Drama; Jim Brown, Gene Hackman.

More Dead Than Alive (C): Western; Clint Walker, Vincent Price.

The Sunshine Patriot (C): Drama; Cliff Robertson, Dina Merrill.

Susan Slade (C): Drama; Troy Donahue, Connie Stevens.

Malaga: Drama; Trevor Howard, Dorothy Dandridge.

The Magus (WS) (C): Drama; Anthony Quinn, Michael Caine.

The Devil's 8 (C): Action Drama; Christopher George, Fabian.

Tiger by the Tail (C): Drama; Christopher George, Tippi Hedren.

The Stranger Returns (C): Western; Tony Anthony, Dan Vadis.

The Sound of Music (WS) (C): Musical; Julie Andrews, Christopher Plummer.

The First Time (C): Comedy; Jacqueline Bisset, Wes Stern.

African Safari (C): Documentary; Ronald E. Shanin.

Kiss the Other Sheik (C): Comedy; Marcello Mastroianni, Pamela Tiffin.

U. S. Currency Replaces MPCs in Japan

MPCs are a thing of the past in Japan—but there's still a restriction on using greenbacks there.

According to SecNavNote 7210, regular U. S. currency has replaced Military Payment Certificates as the medium of exchange for American bases and facilities in Japan. Navymen visiting in Japan will no longer have to change greenbacks for MPCs when arriving, then reverse the process on their departure from Japan.

However, by agreement between the Japanese and American governments, there is still one restriction: You may not use anything larger than a $20 bill. Any Navyman entering Japan with larger bills in his possession must change them for $20 or smaller bills within 48 hours. Clubs, messes, exchanges, commissaries, and housing and billeting facilities are not authorized to accept bills larger than $20.

And of course, you may not use greenbacks for off-base shopping. The only money acceptable in Japanese businesses is yen.

That Attendance Card Is Important

Several thousand veterans and active-duty servicemen who are attending school under the GI Bill will not receive the check they expect in November—simply because they forgot to send in the necessary card.

Many servicemen and veterans who were enrolled in college last semester have failed to send in their end-of-term Certification of Attendance card. They cannot be paid in the upcoming school term until they do.

If the student has lost his card, he should get in touch with the VA office which has his records and ask for another.

Career Counseling Program for Officers

The Navy's officer career counseling program has been given greater emphasis.

In an effort to improve junior officers' morale and performance, as well as to motivate promising officers toward career service, commands will provide counseling at intervals of a year, or more often in certain cases.

Every officer in the rank of lieutenant and below will be interviewed by his commanding officer or his representative when he reports to the command, at least once a year thereafter, and twice before he leaves the command. In the case of ensigns and lieutenants junior grade there will be a second counseling session six months after reporting aboard and annually after that.

At the reporting interview, the junior officer will be encouraged to discuss his background and interests, will learn how his billet contributes to the command, and will be informed how he can get career information.

Once a year—or more often—during his tour on board, he will be given an opportunity to express opinions on his duties and discuss his career goals. The commanding officer will outline the officer's progress in his assignment.

Eight to 12 months before the officer is due to be rotated or released from active duty, he will be interviewed on his potential for career service. Then a final interview, within three months of the time he leaves, will ensure that he has had access to all possible information in making his plans.

The junior officer's wife hasn't been forgotten either. The counseling program includes efforts to let her know of the contribution her husband is making to the command, and of her role as part of the Navy family.

PO3 Exam Set for November

Want to start the new year with a new crow on your arm? Take the PO3 test on 4 November.

To be eligible to compete in the November exam, you must be in pay grade E-3; you must have completed all required correspondence courses, practical factors, and performance tests; you must have passed the Military/Leadership exam for PO3; you must meet the citizenship, security and other requirements for your rate; and, of course, you must be recommended for advancement by your commanding officer.

As a rule, you must serve six months in pay grade E-3 before you may be advanced to PO3. However, if you are otherwise qualified for advancement, you may receive a waiver of the time-in-grade requirement. If your waiver is granted—as it will be in the great majority of cases—the only pay-grade requirement you must fulfill is to be serving in pay grade E-3 on the date of the test.

Normally, all courses, practical factors and performance tests must be completed at least a month before the exam. However, men who receive a waiver of the time-in-grade requirement need only complete them before the day of the test.

If you took the August exam and don't yet know whether or not you made rate, you may take the November exam as a backup—providing, of course, that you're still eligible for advancement.

Advancements from the November exam will be made in January, February and March. One of them may be yours.

Here Are the Facts on Navy's Program For Early Releases and Retention

By now you've probably heard about the big early-out program. About 33,000 enlisted men and 4000 officers are being released early.

But in case you've been confused by all the rumors that spring up around such an event, here are some facts.

Cuts in the Navy's budget have made it necessary to reduce spending by a billion dollars this fiscal year. To do it, more than 100 old ships have been or will be decommissioned; training and other non-combat operations have been cut back; and the manpower of the Navy will be reduced by 68,000 enlisted men and 4000 officers by the end of the fiscal year in June.

NavOp messages 36 and 37, sent out in late August, gave the rules on early releases. Here are the details.

Except as noted below, men on active duty, Regular or Reserve, whose Expiration of Active Obligated Service (EAOS) was scheduled for November 1969 through March 1970 are being separated one to three months early according to this schedule:

FORMER EAOS	NEW EAOS
November, December, January	October
February	November
March	December

However, the following men were *not* eligible for early outs under this program:

- Men now attached to units of the Sixth or Seventh Fleets. If otherwise eligible for early separation, they will be released either at their normal EAOS or within 30 days of their unit's return from deployment, whichever is earlier.
- Seabees. However, separate instructions provide for separation up to 14 months early for men in construction ratings returning from in-country Vietnam tours and up to nine months early for other Seabees.
- Men on in-country Vietnam tours or in non-rotating ships. As in the case of Seabees, these men have separate early-out programs, allowing separation as much as a year early on returning from an in-country tour.
- Men scheduled for retirement or transfer to the Fleet Reserve.
- Reservists undergoing active duty for training.
- Aliens who do *not* have a Reserve obligation, but who want to qualify for U. S. citizenship by completing three years of military service. If they do have a Reserve obligation, these men may be eligible for early separation, since Reserve time counts toward the citizenship qualifications.
- Anyone who is receiving early separation under some other program, such as early release to attend college.

A few yeomen, personnelmen, disbursing clerks and corpsmen who are eligible for early separation might not get it at the usual time. Since these men may be needed to help process all the other men being separated, naval district commandants may defer their separations until later—but no later than 30 December.

Operational holds on any men in other ratings must be approved by fleet commanders.

Full veterans' benefits for the amount of active time served will be available to separated men. Reservists who receive early outs will be subject to recall to active duty on the same basis as if they had served their full two years.

Because of the huge load of separation processing, some drilling Reservists will assist during regular active for training periods and drills. Those to be utilized will include the Fleet Mobilization Processing Teams and members of medical, dental, supply and their programs.

And a final word: You don't have to accept your early release if you don't want it. The Navy wants to keep its career men, so anyone who wants to complete his full hitch will be allowed to do so.

The average age of the ships to be inactivated is 24.6 years. As the Navy's shipbuilding program proceeds, a more modern Navy may be anticipated. In a recent issue of *Tides and Currents* Vice Admiral Duncan stated, "As we build new ships for the Navy, we will also have an opportunity to build higher quality into our personnel. As an example, we can make our petty officer corps an even more elite and selective group. We want and need only those highly motivated career professionals. We all have an opportunity to make these reductions work to our advantage and I count on each of you for . . . personal effort directed toward that goal."

Officers

Officers releases presented a different problem.

For one thing, since officer promotions come on a reasonably uniform schedule, BuPers couldn't simply release a block of officers from one or two year groups. To do so would leave a "valley" in the officer community for decades to come, leaving the Navy short of lieutenants (jg.) now, lieutenants a couple of years from now, lieutenant commanders a few years after that, and so on through the ranks.

That's one reason the officers released were from all the year groups from 1963 to 1970—a range that gave some very early releases while some others were kept in the service for a full tour.

Rather than taking a wholesale approach, distributors in BuPers carefully scrutinized the records of some 9000 officers before deciding on the 4000 to be released. They took into account each officer's performance, his potential for augmentation, the need for his billet, and the deployment status of his unit in making their choices.

The great majority of the officers released early are Reservists. Most of them were chosen from among those whose scheduled release from active duty (RAD) was in this fiscal year—for instance, aviators in YG 65 and 1105s in YG 67.

The only Regular officers affected are those whose resignations were deferred under NavOp 14. Generally, they are being released earlier than their deferred date, but later than their original requested date.

The following officers were not eligible for early release:

- Officers serving in Vietnam.
- Nuclear-trained submarine officers.
- Officers who were determined by the Chief of Naval Personnel to be "essential to command functions."

If you have received early-release orders but do not want to leave the Navy, you may request cancellation of the orders if you are willing to augment or to extend your active duty a year or more beyond your normal RAD. In general, you can expect your request to be granted if you have a good performance record.

However, officers who are ordered out early and who request to stay in only until their normal RAD cannot expect approval. Such deferrals would oppose the objective of the early-release program, which is to save the money the Navy has been directed to save.

A full discussion of the officer early-release program is in a special issue of the *Officer Personnel Newsletter*, published in September about the same time as the release orders.

Although the bulk of early officer releases will have occurred in September and October 1969, early releases will continue (in smaller numbers) from November 1969 through June 1970.

If You Have Set Your Goal for NESEP, 1971 Will Be the Year of Opportunity

Deadline for the 1970 NESEP application was 1 October.

Did you make it?

If not, consider your loss a gain. You now have a full year in which to prepare for the 1971 session.

In case you are a newcomer to the acronym NESEP, it stands for Navy Enlisted Scientific Education Program, a means through which outstanding petty officers on active duty may achieve a college education and an appointment to commissioned status.

Under NESEP, you will receive up to four years of uninterrupted education in one of 22 universities. Between your junior and senior years, you will attend 10 weeks of officer training at the Naval Officer Candidate School at Newport, R. I. When you complete all requirements, you will be awarded a baccalaureate degree in the field of science, engineering, or mathematics and an appointment as an ensign in the Regular Navy.

Judging from the basic eligibility requirements for the 1970 applicants, who should have submitted their applications between 1 July and 1 October this year, you no doubt next year will be required to answer yes to all of these questions:

- Are you a citizen of the U. S. by birth or by naturalization?
- Are you on active duty as a USN or a USNR?
- Are you serving in pay grade E-4 or do you expect to be selected for advancement to E-4 as a result of the August 1970 examination?
- Will you be at least 20 but not 24 years of age by 1 Jul 1971? (Waivers of the upper age limit may be granted on the basis of one year overage for each year of college credits which are fully transferable to a NESEP curriculum.)
- Are you a high school graduate or have you completed three years of high school and possess the GED equivalent, with a minimum grade in the 75th percentile or above in each of the test areas?

- Do you have a combined GCT/ARI score of at least 115?

If all your answers are yes, and you believe you have the potential and wish to obtain a college degree, then set your course for a career as an officer in the Navy tomorrow, and follow through by learning all the details about NESEP in BuPers Inst 1510.69M.

Correspondence Courses

Twenty-three new or revised enlisted and officer correspondence courses are now available for enrollment from the Naval Correspondence Course Center, Scotia, N. Y. 12302. They are:

- ECC *Airman*, NavPers 91600-D.
- ECC *Aviation Boatswain's Mate E 3 and 2*, NavPers 91678-B.
- ECC *Aviation Fire Control Technician 1 and C*, NavPers 91635-2A. Confidential.
- ECC *Aviation Support Equipment Technician H 3 and 2*, NavPers 91409.
- ECC *Aviation Support Equipment Technician M 3 and 2*, NavPers 91408.
- ECC *Basic Military Requirements*, NavPers 91202-1D.
- ECC *Commissaryman 3 and 2*, NavPers 91441-1-E.
- ECC *Communications Yeoman 3*, NavPers 91407-A.
- ECC *Fireman*, NavPers 91500-2D.
- ECC *Fire Control Technician G 3 and 2*, NavPers 91341.
- ECC *Instrumentman 1 and C*, NavPers 91385-1A.

- ECC *Machine Accountant 3 and 2,* NavPers 91274-1A.
- ECC *Machinery Repairman 1 and C,* NavPers 91509-2B.
- ECC *Military Requirements for Petty Officer 3 and 2,* NavPers 91206-G.
- ECC *Missile Technician 1 and C,* NavPers 91361-1.
- ECC *Seaman,* NavPers 91240-1G.
- ECC *Signalman 3 and 2,* NavPers 91291-F.
- ECC *Steward 3 & 2,* NavPers 91693-2F.
- ECC *Torpedoman's Mate 3 & 2,* NavPers 91297-E.
- OCC *Military Justice in the Navy,* NavPers 10993-A.
- OCC *Navy Admiralty Law Practice,* NavPers 10725-A.
- OCC *Office of the Judge Advocate General,* NavPers 10723-2.
- OCC *Uniform Code of Military Justice,* NavPers 10971-4.

Scratched from the enrollment list were the following courses:

- *Naval Construction Forces,* NavPers 10745-A.
- *Education and Training,* NavPers 10965-B.
- *Naval Electronics, Part II* (NavPers 10446-1) and *Part III* (NavPers 10447).

Bronze Stars on Vietnam Service Medal Determined by Campaigns

How many bronze stars can you wear on your Vietnam Service Medal?

Answer: One for each of the nine campaign periods listed below during which you served in the combat zone—either on board ship or in-country. SecNav Notice 1650 of 28 Jul 1969 announced designation of the seventh, eighth and ninth campaigns, which have been added to the list.

Contrary to some popular notions, you don't rate one star for each Vietnam cruise or in-country tour. A star represents any one of the nine campaigns, designated by the Secretary of the Navy, during all or part of which you were serving in the combat zone.

For example, a man who served in the area of hostilities continuously from 14 Aug 1967 through 3 May 1968 could wear three bronze stars on his Vietnam Service Medal: one each for the Vietnamese Counteroffensive Phase III, the Tet Counteroffensive, and the Vietnamese Counteroffensive Phase IV.

However, a man who was in the combat zone from 14 Aug 1967 to 20 Jan 1968 would only be authorized one star, since the only campaign he participated in was the Vietnamese Counteroffensive Phase III.

If you served in five campaigns, you should display one silver star instead of five bronze stars. For six, wear one silver star and one bronze; and so on, adding a bronze star for each campaign.

It should be noted that only service in the combat zone counts. If your ship or unit was in the States, for instance, during the Tet offensive, you do not rate a star for that campaign, even if you made a deployment to Vietnam just before or after that time.

Those who served in Vietnam between 1 Jul 1958 and 14 Mar 1962 and elected to receive the Vietnam Service Medal instead of the Armed Forces Expeditionary Medal should not wear a bronze star on the Vietnam Service Medal.

Everyone who has earned the Vietnam Service Medal is entitled to at least one star. You may wear one for service in each of these campaigns:

Vietnam Advisory Campaign	**15 Mar 1962 - 7 Mar 1965**
Vietnam Defense Campaign	**8 Mar 1965 - 24 Dec 1965**
Vietnamese Counteroffensive Campaign	**25 Dec 1965 - 30 Jun 1966**
Vietnamese Counteroffensive Phase II	**1 Jun 1967 - 29 Jan 1968**
Vietnamese Counteroffensive Phase III	**1 Jun 1967 - 29 Jan 1968**
Tet Counteroffensive	**30 Jan 1968 - 1 Apr 1968**
Vietnamese Counteroffensive Phase IV	**2 Apr 1968 - 30 Jun 1968**
Vietnamese Counteroffensive Phase V	**1 Jul 1968 - 1 Nov 1968**
(no name established)	**2 Nov 1968 to a date to be announced**

Wide Range of Choices Offered After a Tour of Vietnam Duty

What can you expect after a Vietnam tour? Here are a few of the benefits available:

- 30 days' leave.
- Coast of choice if you're eligible for sea duty. (You must have 16 months' obligated service if you request the Atlantic Fleet.)
- Assignment to a unit which is not scheduled to deploy within three months of the date you report.
- Priority consideration for assignment to schools for which you are qualified, eligible and recommended.
- First consideration—after Seavey eligibles—for assignment to preferred overseas shore duty.
- Priority assignment to shore duty if you're eligible for Seavey.
- Early separation, if you want out, provided your enlistment expires within six months after your TCD.

Details on these benefits, and other information about reassignment for enlisted men after one-year tours in Vietnam, are found in BuPers Notice 1306 of 26 Jun 1969. (Hospital corpsmen and Seabees are affected by other notices in the 1306 series; therefore, some provisions of the notice given in this article may not apply to these two groups.)

Assignment of Vietnam returnees to specific home ports, type ships, or units cannot be guaranteed; but everything possible will be done to meet their wishes, considering the needs of the Navy.

If you're eligible for Seavey and want instructor or recruiter duty, you'll get first consideration. PO2s and above who request instructor duty may apply for a waiver of up to 10 points in the GCT requirement. For recruiting assignments, men in the following rates are in demand: BM1, SM1, MM1, GMG1, ENC, EN1, BT1, SF1 and CS1.

Except in the case of hospital corpsmen and Seabees, a man who completes a Vietnam tour will not normally be assigned an involuntary second tour within three years without specific approval by the Chief of Naval Personnel. He might, however, be assigned to a rotating unit which is in Vietnam for periods less than a year during deployments. And if he wants a second tour, he may request one.

The midpoint of a year's tour in Vietnam is an important deadline. It is the last time you may update or change your duty preferences, ask for an overseas tour extension, or request early separation.

Health Insurance Made Available for 90-Day Post-Separation Period

The Navy and its sister services are helping to close a gap in health care for members being separated.

Medical care for a serviceman and his dependents under the Uniformed Services Health Benefits Program ends at midnight of the day the serviceman is discharged or separated from active duty. (Contrary to a popular notion, a wife who is pregnant at the time her husband is separated or discharged does not receive maternity care at government expense.) It often takes two or three months to gain benefits from joining a health-care program at his new job.

To help out during the transition period, the Department of Defense has arranged with two companies—Blue Cross/Blue Shield and Mutual of Omaha—to establish short-term plans providing coverage for the first 90 days after separation.

Both programs are voluntary. The Navyman being separated can choose either one—or may decide not to take either. The government does not recommend or endorse either plan; it only makes them available to anyone who wants them on separation.

The program is available to all Navy members being separated from active duty, regardless of the character of separation or discharge, on or after 1 Sep 1969—except those who have been on active duty for training or who are retiring.

Coverage provisions of the two plans differ considerably. For instance, the Blue Cross/Blue Shield plan offers regular benefits for maternity care; the Mutual of Omaha program does not include maternity care. Details of both plans are listed in an enclosure to BuPers Note 1760 or 27 Jun 1969. The Navyman being separated will receive information on both programs while he is checking out.

Costs of the plans, like prices of anything, are subject to change. The most recent figures for the Blue Cross/Blue Shield 90-day coverage are $16.50 for the serviceman alone, or $90 for the whole family. Mutual of Omaha charges $30 for the serviceman, $34 for his spouse, and $13 for each child, with a maximum charge of $103 for the entire family.

If you choose to participate, you must fill out application forms and pay the full premium at your disbursing office before leaving the separation activity. Payment may be by deduction from your pay or by postal money order made out to the insurance company. In either case, your disbursing officer will forward payment to the company.

Fleet on Lookout for Lady Whale

Ears in the First Fleet were straining for a female sound but not the kind which seagoing types usually pine for. These Navymen were listening for the telltale signal of radio and sonar beacons attached by marine biologists to a lady whale.

The scientists requested the Navy alert after having attached beacons to the seagoing mammal at a position some 300 miles southeast of San Diego as part of an effort to learn more about the migratory patterns of gray whales.

When the researchers lost contact with their 40-foot female friend, they requested assistance from Commander First Fleet who obliged by ordering Navy ships operating in southern California waters to report information concerning the whale's whereabouts.

The lady's battery-powered noisemakers, according to First Fleet reports, were transmitting a 900-cycle note every half-second on citizen's band at a frequency of 27.195 megahertz. When the whale submerged, she sent a sonar signal which Navy ships could detect.

The great gray whale was last seen proceeding in a northwesterly direction at a sedate four knots, blissfully unaware that part of the Navy's First Fleet was looking for her.

BEEP!
BEEP!
BEEP!
BEEP!

SPECIAL PAY AND

Almost no one gets tired of reading about or discussing pay. With this in mind, it's worthwhile to review the various forms of special pay and allowances, in addition to basic pay, available to you.

This is a roundup of your special pay and allowances which, when coupled with your new basic pay increase (All Hands, July 1969 issue), should enable you to compute your over-all take home pay.

The conditions for your entitlement to special pay and allowances vary with your grade, your skill, your marital status and where you are stationed. Some are paid monthly on a continuing basis, others in occasional lump sums. Here's a breakdown of those you might receive while on active duty. It should answer most of your questions on the subject of pay.

Special Pay

Special pay is added compensation you receive each month under set circumstances. Sea pay, foreign duty pay, hostile fire pay, diving pay and proficiency pay all are forms of special pay. The added compensation paid to physicians and dentists also falls into the special pay category. Reenlistment bonus (regular and variable), although not paid monthly on a continuing basis, is another type of special pay. Incentive pay for hazardous duty also is listed here, even though, technically, it is not a specific type of special pay.

Sea Pay—Only enlisted personnel may draw sea pay, which generally is awarded during periods of shipboard duty. Sea pay is figured on a sliding scale according to rate, and ranges from $8.00 per month for a recruit or apprentice to $22.50 for chief, senior chief and master chief petty officers.

Foreign Duty Pay—Special pay for duty ashore in many areas outside the continental United States is awarded monthly to enlisted men and women in amounts identical to sea pay, figured according to rate. The *DOD Pay Manual* lists countries and areas designated for foreign duty pay.

Hostile Fire Pay—This type of special pay was introduced in 1963. At present, $65 per month is added to the paychecks of all military personnel exposed to death or injury in the Vietnam combat zone. Service may be ashore or on board a designated ship within the limits of the combat zone.

Diving Pay—Both officers and enlisted men who serve on diving duty are entitled to this special pay. Officers receive a flat $110 per month. Designated enlisted men receive $65 to $110 per month, depending on diver classification and continuing qualifications. (Note that diving pay may not be awarded in addition to incentive pay for hazardous duty.)

Incentive Pay (Hazardous Duty)—You receive this incentive pay when you perform aviation duty, submarine duty, parachute duty or demolition duty (this includes periods of training for demolition duty).

You also may receive incentive pay if your duties require frequent participation in flight operations on the deck of an aircraft carrier, and in certain other cases, including duty inside a high or low pressure chamber, duty as a human acceleration or deceleration experimental subject, duty as a human test subject in thermal stress experiments, or leprosarium duty.

If you are engaged in flying duties, or serve on board a submarine, your incentive pay is based on

USS Goldsborough (DDG 20) arrives at her home port.

ALLOWANCES

your pay grade and length of service. For any other type of hazardous duty, plus aviation duty as a noncrewmember, you draw a flat $55 (enlisted) or $110 (officer) monthly.

Note that if you perform two types of hazardous duty (aviation and parachute duties, for example), you may receive two incentive payments, the maximum for this pay category.

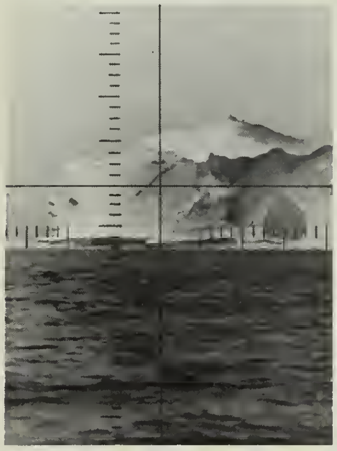
Proficiency Pay—This type of special pay actually is career incentive pay awarded monthly to those in ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist.

Most pro pay awards are in the Specialty Pay category, based on Navy Enlisted Classification (NEC) code skills. Those in designated critical skills who are otherwise eligible and recommended by their commanding officers may draw monthly special pay awards of P-1 $50, P-2 $75 or P-3 $100.

Under a second category of pro pay, Superior Per-

Officers and enlisted men on diving duty are entitled to special diving pay.

Incentive pay for hazardous duty goes to submariners, aviators and those on parachute and UDT duty.



Navymen at work, ashore and afloat.

Sea duty pay is coated with spray, as illustrated in these photos.

Navy pilots earn every cent of their flight pay.

formance, awards of $30 monthly may be paid under certain conditions to recruit company commanders, recruit canvassers and evasion and escape technicians.

Details of pro pay administration and eligibility requirements are contained in BuPers Inst. 1430.12 series (and ALL HANDS, April and June 1969).

Physicians' and Dentists' Pay—Medical and dental officers receive career incentive pay as long as they remain on active duty. Payments range from $100 to $350 monthly, depending on years of service.

Reenlistment Bonus—You may be paid as much as $2000 in bonus money for reenlistments (and extensions of two years or more) during the course of your Navy career. A regular bonus generally is paid when you reenlist within three months of discharge or separation, and is computed as follows:

- First reenlistment. Amount equal to your monthly base pay at time of discharge multiplied by the number of years for which you reenlist.
- Second reenlistment. Amount equal to two-thirds of your base pay, multiplied by the number of years for which you reenlist.
- Third reenlistment. One-third base pay multiplied by number of years for which you reenlist.
- Fourth and subsequent reenlistments. One-sixth monthly base pay, multiplied by the number of years of reenlistment.

In addition to the regular bonus, you may receive payment of basic pay for unused leave and applicable quarters and subsistence allowances, as well as travel pay to home of record, each time you reenlist. Only the bonus itself counts against the $2000 cumulative you may receive in the course of your active duty.

Variable Reenlistment Bonus—If your military skill is one designated as critical for reenlistment purposes, based on rating and NEC code skill, you may ship over and receive as much as four times the amount of your regular first reenlistment bonus (or two-year extension), in addition to the regular bonus.

A variable bonus does not count against the $2000 maximum. It is paid only at the time of entitlement to a first reenlistment bonus.

Basic eligibility for a variable bonus includes 21 months of continuous active service other than active duty for training, and reenlistment within three months of discharge.

The multiplier used in figuring the amount of the bonus may be one, two, three or four times the amount of the regular first reenlistment bonus, depending on the grade of criticality assigned your rating or NEC skill at the time of reenlistment. BuPers Inst. 1133.18 series lists ratings and skills eligible for a variable bonus.

Career incentive pay goes to medical and dental officers to compensate for long years of education and specialized training.

Overseas pay is awarded to enlisted personnel. Here they prepare to exchange money before going on liberty.

Allowances

Allowances are paid to help you meet some of the expenses you incur while on active duty. Allowances may be paid on a monthly or recurring basis, or in one-time lump sums. Some are paid automatically; others require application by you.

Clothing Allowance—You receive an initial clothing allowance when you enlist, and under certain conditions upon reenlistment or recall to active duty. You may be further eligible to receive special or civilian clothing allowances, depending on your duty assignments. Once you receive an initial or special clothing allowance, you may receive a monthly maintenance allowance.

There are several types of clothing allowances based on actual costs for clothing, as determined by Navy and Department of Defense study groups. Here are the clothing allowance rates which became effective 1 Jul 1969:

Initial Clothing Monetary Allowance (ICMA). Generally reflects the cost of a seabag for recruits. The individual's pay account is credited with the allowance, and clothing issues are charged against it. Enlisted men, $200.65; enlisted women, $339.68; naval aviation cadets and aviation officer candidates, $281.22.

Partial Initial Monetary Allowance. Reflects cost of completing a seabag for Reservists upon reporting for active duty. Enlisted men, $54.52; enlisted women, $176.82; naval aviation cadets reverting to enlisted status, $158.16.

Basic Maintenance Allowance (BMA). Monthly allowance included in regular pay during first three years of active duty. Enlisted men, $4.80; enlisted women, $5.70.

Standard Maintenance Allowance (SMA). Regular monthly allowance included in pay after three years of service. Enlisted men, $6.60; enlisted women, $8.40. All women chief petty officers receive $8.40 monthly SMA. Men receive $6.60 per month for the first three years as a CPO, and then $8.40 monthly thereafter.

Special ICMA. This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to Navy Bandsmen, for example, and usually is paid to men upon advancement to chief petty officer. Rates vary, depending on individual conditions of entitlement, but most special ICMAs are lump sum payments of $350.

Enlisted men promoted to warrant or commissioned status may be entitled to special uniform allowances, with the amounts varied according to individual cases.

Officers serving under permanent, Regular Navy appointments do not receive clothing allowances. Reserve officers may be entitled to uniform allowances under circumstances described in Part 3 of the *DOD Entitlements Manual.*

Subsistence Allowance—Officers are entitled to an allowance for subsistence at the rate of $47.88 per month, regardless of rank or dependency status. All officers, on ship or ashore, married or single, draw the subsistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called comrats (commuted rations), is usually limited to married men who live off base with their families and are granted permission to mess away from their duty stations. However, entitlement to comrats is not automatic; you must apply and your eligibility must be verified before the allowance will show up in your pay.

Effective 1 Jan 1969, the daily value of commuted rations is $1.32. This rate also applies to hospital, field and leave rations.

If you draw comrats, you may be permitted to eat in your base mess hall at a reasonable price. Effective 1 Jan 1969, charges for meals are: breakfast, $.27; dinner, $.60; supper, $.45.

If you're assigned to certain types of shore duty, such as recruiting duty, you may be entitled to draw $2.57 per day subsistence allowance if no government messing facility is available. However, geographic area and type of duty enter into your entitlement for a subsistence allowance, which is determined on an individual basis.

Family Separation Allowance—You draw this allowance when you're separated from your dependents for

Separation allowance—A youngster watches as his father's ship departs its home port for a six-month deployment.

He is coming home.

He is going out to sea.

Initial clothing allowance—New recruit receives a lesson on stowing his gear.

The naval uniform is worn with pride.

This is Halsey Village, providing over 500 homes for Navy families at NTC Great Lakes. Ill.

reasons of shipboard or overseas duty. If you're on permanent overseas duty (including Alaska but not Hawaii), you may receive a monthly separation allowance equal to the BAQ payable to men without dependents in your grade provided the movement of your dependents to your overseas station is not authorized, government quarters are not available, and your dependents do not in fact reside with you.

If you're in grade E-4 (over four years' service) or above, have dependents, and are entitled to BAQ, you may receive a monthly allowance of $30 if you are on shipboard duty away from your home port for a continuous period of more than 30 days, or if you are on temporary duty or temporary additional duty away from your permanent station for more than 30 days and your dependents do not accompany you.

Also, any time the movement of your dependents to your permanent station or a place near your station is not authorized at government expense, and they do not in fact reside with you, you may receive the $30 monthly family separation allowance.

Lump Sum Leave Payment—Upon discharge, transfer to the Fleet Reserve or retirement, you may cash in on your unused accumulated leave, up to a maximum of 60 days, for a lump sum payment based on the following:

Officers. Basic pay and basic allowances for quarters and subsistence applicable on date of separation.

Enlisted. Basic pay on date of separation, plus an allowance of 70 cents per day for subsistence and, if in grade E-5 or above and have dependents, an allowance for quarters computed at the rate of $1.25 per day.

Basic Allowance for Quarters (BAQ)—If you're a family man and do not reside in government quarters, a monthly BAQ provides rent money for you and your dependents.

Officer BAQ. Officers in grade O-3 (lieutenant) and below normally receive a BAQ only when government quarters are not available. This means that officers without dependents who are assigned to shipboard duty, and to stations that have bachelor officer quarters, do not receive a quarters allowance.

Those in grade O-4 (lieutenant commander) and above without dependents may elect to receive BAQ rather than occupy available government housing unless assigned duties which require on-base residency.

Officers who have dependents are entitled to BAQ whether they are serving ashore, at sea or overseas, unless "rent free" government quarters are provided.

Enlisted BAQ. The BAQ for enlisted men without dependents ranges from $60.00 to $85.20 per month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as when on recruiting duty or other independent type duty.

With dependents, you are entitled to a monthly BAQ regardless of your pay grade. You are entitled to this allowance whether serving ashore, at sea or overseas. However, if you occupy government quarters, you may be required to forfeit all or part of your BAQ, depending on the type of quarters.

Amounts of BAQ vary with pay grades (see chart). If you're an E-4 (less than four years' service) or below, the number of dependents you have also affects your BAQ rate.

Dislocation Allowance—You may be entitled to receive a dislocation allowance equal to one month's BAQ as a member with dependents or as a member without dependents.

Dislocation allowance is payable to a member with dependents provided he is in pay grade E-4 (with more than four years' service) or above whenever he relocates his dependents' household in connection with

Separation allowance and BAQ are part of the pay program for the traveling Navyman.

Navy family moves into guesthouse at NAS Quonset Point, R. I., while waiting for permanent housing.

Special ICMA goes to those who must wear uniforms of a type not required by a majority of Navy personnel, such as bandsmen.

When this carrier moved its home port its hangar deck was loaded up with crewmen's cars for the journey.

permanent change-of-station orders or whenever a member without dependents is transferred to a permanent duty station where he is not assigned to government quarters.

The allowance is not automatic. Application will normally be submitted after you arrive at your new permanent duty station and any dependents' move has been completed. Chapter IX of the *Joint Travel Regulations* specifies conditions which govern payments.

Station Allowances—When assigned to duty overseas, you may become eligible for one or more of four different station allowances, depending on a variety of factors such as location, your grade, the nature of your orders, whether your dependents accompany you, and the overseas housing and cost of living situation.

In general, station allowances are paid to those on duty outside the U. S. to defray the differences between the average cost at a specific overseas station and the average stateside costs — when the overseas costs are greater.

Joint Travel Regulations contains specific instructions on conditions under which station allowances may be paid. Application for such an allowance is usually required, and in view of varying conditions and rates, you should check with your disbursing officer when reporting for overseas duty to find out about station allowances, if any, for your area. The allowances are reviewed each year and may be subject to change at any time. Generally, however, station allowances most commonly involve:

Housing and Cost of Living Allowances (HA and COLA). These help to defray the average excess costs you face while on permanent duty overseas. The excess costs are figured by comparing the average costs of living and housing in each overseas area with the average costs of living and housing in the United States. HA and COLA are payable at area rates listed in *Joint Travel Regulations.*

Interim Housing Allowance (IHA). This type of station allowance may be paid when you are required to procure nongovernment, family-type housing before your dependents arrive overseas. An IHA in an amount determined by location may be paid for 60 days or until your dependents arrive at your overseas station, whichever is earlier.

Temporary Lodging Allowance (TLA). The TLA is designed to reimburse you for extra expenses you incur while "eating out" and living in hotel-type accommodations while awaiting permanent housing after reporting overseas, or for briefer periods before departure from overseas on permanent change of station. Although there are provisions for extensions of TLA, the allowance generally is paid for periods not to exceed 60 days upon reporting to an overseas station, and not to exceed 10 days upon departure. Daily TLA rates are determined by multiplying a given area's travel per diem allowance by a percentage factor based on the dependents accompanying you.

You draw family separation allowance if separated from your dependents for reasons of shipboard or overseas duty.

Going overseas? There are four different station allowances. You may be eligible for one or more of them.

Travel Allowance—There are any number of travel situations you might face while on active duty for which the Navy will pay the expenses or will reimburse you with appropriate travel allowances.

Generally, any time you must travel under orders, the Navy pays for transportation. If you have dependents and are in pay grade E-4 (over four years' service) or above, your family may travel at government expense when you receive permanent change of station orders.

One popular method of travel between duty stations is when you drive your own car, pay your own expenses, and then ask for reimbursement. Under this system, you get six cents a mile for your own travel, plus six cents a mile for each dependent age 12 or over (not to exceed two such dependents), and three cents per mile for each dependent over five and under 12. The total reimbursement for dependents' travel is not to exceed 18 cents per mile. You collect your dependents' allowance after they have completed the travel (you may usually draw your share of the allowance—six cents per mile—in advance).

You should check with your personnel and disbursing offices each time you receive transfer or travel orders and ask about mode of transportation, authorized allowances, and dependent travel allowances. Depending on the nature of your orders and whether your travel will be from one shore station to another, shore station to a ship, ship to shore, shore or ship to restricted station, or restricted station to ship or shore, there may be a variety of options regarding dependents' travel that you should discuss with your family well in advance.

Letters to the Editor

Medicare Overseas

Sir: An officer wondered if it's permissible for retired Navymen to reside overseas (All Hands, July 1969).

Sure, you replied, but you added that those who do so lose certain benefits, including both Social Security health insurance and, at age 65, benefits under CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

Another source tells me that a retired serviceman who reaches age 65 but otherwise is not eligible for medicare under Social Security does not lose his eligibility for CHAMPUS.

Care to explain?—R. P. S., LCDR, USN.

• *An individual who at age 65 becomes eligible for Hospital Insurance benefits under the Social Security medicare program loses his eligibility for* CHAMPUS *(Civilian Health and Medical Program of the Uniformed Services) benefits regardless of where he lives. He cannot choose between* CHAMPUS *and Social Security.*

As a retired serviceman, you can reside overseas and still be eligible for Social Security Hospital Insurance. However, you cannot use this benefit because Social Security medicare coverage is limited to medical care received within the United States. (The only authorized exception occurs in the rare situation when an emergency requiring hospitalization of an eligible individual occurs WITHIN *the United States, but the nearest hospital adequately equipped and available to treat the illness or injury is located* OUTSIDE *the United States.)*

However, if Social Security determines you are not eligible for Social Security Hospital Insurance benefits, you will continue to be eligible for CHAMPUS *medical coverage both within the United States and overseas.*

Eligibility for Social Security Hospital Insurance does not affect your eligibility for medical care at Uniformed Services facilities.—Ed.

Shawmut and Texas

Sir: In the March issue was a picture of my old ship, USS *Shawmut* (CM 4)—later *Oglala* (ARG 1)—which was home to me from 1919 until she went back to minelaying from aviation duty. Then in the April issue was the story about the first takeoff of a Sopwith *Camel* from a turret of the old *Texas* in March 1919.

We were there. I remember seeing the pilot after he landed; his face was covered with castor oil used to lubricate the radial engine.

Those days bring back happy memories for me. I was the plane captain of the MF seaplane flying overhead in the photo of *Shawmut.* I used to fly a lot with a Lieutenant Alexander.—Rudolph J. Schmidt, ex-USN.

• *Thank you for sharing your memories of* Shawmut *and* Texas. *We're always interested in hearing about the early days.*—Ed.

Variable Reenlistment Bonus

Sir: I am a Seabee. I fail to understand why a Direct Procurement Petty Officer is given a chance at the variable reenlistment bonus when a Regular Navyman, after one enlistment, is not.

I also wonder why a DPPO can go up for the next rate without waiting the regular length of time between rates. For example, a DPPO need only serve two years between first and chief, whereas a Regular is required to serve three years.

I hope you can give me an explanation.— W. L. S., CM1, USN.

• *It appears you have a misconception about the variable reenlistment bonus and the advancement process.*

The variable reenlistment bonus is an incentive to increase first-term reenlistments in designated critical skill areas. The reason, of course, is to encourage men with rare skills to make the Navy their career, and a bonus is one way of doing this. Whether or not they are DPPOs has nothing to do with their receiving the bonus.

Personnel who have previously reenlisted and collected a reenlistment bonus are not eligible for VRB at the second reenlistment even though their rating is on the VRB eligibility list.

Seabee ratings are presently eligible for a VRB and individual requirements are identical for both regular Seabees and DPPO Seabees.

It's Not Worth It

Sir: Not long ago I received a personal letter from one of the sailors in my former command. A portion of it is quoted below. Perhaps it will convey a serious message to other young men who might be tempted to experiment with dangerous drugs.

"... I must now appear before a Field Board of officers, who may recommend anything from retention to undesirable discharge. Since that one thoughtless incident, I have never again been tempted to take any kind of drug . . . at this point I need all the help I can muster to avoid having my career ruined by this one lapse of judgment. . . ."

This young petty officer was involved because of a one-time experiment while on liberty in WESTPAC. He was a fine sailor who became fouled up with the wrong crowd. Hope you can pass the word.

Keep up the good work—CAPT J. T. S., USN.

• *For more on this subject, see article beginning on page 14 of the March 1969 issue of* All Hands. —Ed.

As for advancement, there is no difference in the requirements for those who came into the Navy under the DPPO Program and others.

You may have thought there was because all who passed the CPO exam were advanced if they were in the critical rates for which DPPOs are recruited. Actually, it's just the law of supply and demand in operation.—Ed.

Rate Abbreviation on ID Card

Sir: This one concerns ID cards for enlisted retirees and interpretation of a relevant reference, article B-2104 of the *BuPers Manual.*

Some of the men in my office are divided in their usage of abbreviations for the "grade" block of the Retired ID card.

One side of the office maintains that a retired chief, for example, should be identified as "POC," showing that he's a chief petty officer without indicating his rating specialty.

On the other side, the PNs say the above approach to enlisted grade abbreviations is correct for active duty ID cards, but not for retired IDs. It is maintained that in the case of a chief signalman, for example, the ID card should show POC while he's on active duty, but SMC when he retires.

I happen to belong to the second school of interpretation.

What's yours?—P. J. B., PN1, usn.

• *Same as yours.*

The "BuPers Manual" article you cite specifies "official rate abbreviation" for use on the RETIRED *ID card (DD Form 2N-Retired). The rate abbreviation of a chief signalman is SMC.*

However, on ACTIVE DUTY *ID cards, you show the petty officer grade—PO3, PO2, PO1, POC, etc.—or "non-petty officer," as the case may be. You do not, under terms of the Geneva Convention (and article B-2103, "BuPers Manual"), indicate a man's rating (such as signalman) on his active duty ID card.*

Which leads to some definitions on which we wish all Navymen could get together, and for which we'll use you as an example:

Rating—This is your occupational specialty, (personnelman, abbreviated PN).

Rate—Your occupational specialty and grade combined, (personnelman 1st Class, or PN1).

Pay Grade—E-6.

Petty Officer Grade—Petty Officer 1st Class, or PO1. (On ID cards and for certain administrative purposes, men in the lowest three grades are collectively indicated as "non-rated" or "non-petty officer.")

Pass it on.— Ed.

NAVY JAZZ—The stage band from Naval Air Advanced Training Command, Corpus Christi, swings as it participates in Texas Jazz Festival.

E Awards and Drydock Waivers

Sir: In a past issue, you mentioned an instruction which provided information on waivers for ships which have previously been awarded operational awards, but were prevented from competing in the current competitive period because they were undergoing an extended overhaul or major conversion.

uss *Bradley* (DE 1041) in the competitive year 1968 was awarded the Battle Efficiency "E," ASW "A," Operations "E" and Engineering "E." However, because of a recent overhaul lasting nearly 10 months, she was not able to compete for these awards during the competitive year 1969. In effect this could eliminate her from competition for the Golden "E" for five consecutive years of excellence in operations.

Can you inform us what provisions are made for waivers?—LCDR C. E. Leedom Jr., usn, Executive Officer, uss *Bradley* (DE 1041).

• *It depends on what the Fleet Commander in Chief decides. In your case, you may request a waiver from CinCPacFlt via ComCruDesPac.*

OpNav Instruction 3590.4B of 2 Apr 1968 (which was summarized in All Hands, *September 1968) states: "At the discretion of the Fleet Commander in Chief, a year in which a ship spends a majority of its time in an overhaul or repair facility may be disregarded in determination of qualification for five consecutive years."*

So you could still be in the running for hashmarks to your "E"s, as long as CinCPacFlt approves. Congratulations on Bradley's *past performance, and best wishes for further success.*—Ed.

Combat Action Ribbon—Again

Sir: Recently, while we were processing a couple of requests for award of the Combat Action Ribbon, there was some disagreement between men who earned the award for service in Vietnam and a few of us who thought we should have been awarded it for service in the Korean conflict. We consulted SecNavNote 1650 of 17 Feb 1969. Now we have a problem of interpretation.

Paragraph 6 of the notice states in part: "One award of the Combat Action Ribbon is authorized to an individual for *each separate war or conflict* in which the prescribed requirements have been met." Then we go on to paragraph 8, which states that the CAR may be awarded to personnel whose eligibility has been established in combat subsequent to 1 Mar 1961. Then the clincher: "Individuals requesting *retroactive authorization* to wear this ribbon will submit certification in the following format. . . ."

Does this indicate that Korean veterans, as well as those who served in Vietnam, can qualify? Does "retroactive" in paragraph 8 refer only to the beginning of hostilities in Vietnam, or can it be liberally interpreted to mean the Korean conflict also? Please clarify this if you can. —PNC H. G. T., USN.

• We can. The Combat Action Ribbon is awarded only for action which occurred after 1 Mar 1961. That excludes the Korean conflict.

The reference to "retroactive authorization" applies to action which occurred between 1 Mar 1961 and the institution of the CAR early this year. "Each separate war or conflict" refers to Vietnam and any other conflict that occurs after 1 Mar 1961.

That should answer your question. But while we're on the subject of the CAR, we'll recap the facts for others who might have misinterpreted the notice you cite.

Subparagraph 5b gives the primary criterion for eligibility: "the recipient must be in a ground or surface combat firefight or action during which he is under enemy fire."

Specific examples of actions that qualify are given in another notice —OpNavNote 1650 of 12 Mar 1969. According to this notice, the ribbon is awarded to any enlisted man or officer under flag rank who was in one of the following situations or similar ones after 1 Mar 1961:

• Serving aboard a ship or boat when it is attacked by the enemy—whether the attack is with torpedoes, rockets, artillery, mortars, small arms or any other weapons, and whether or not the ship is actually hit. Men aboard a ship which is damaged by a mine or limpet mine are also eligible.

• Operating behind enemy lines, where the threat of combat is imminent, such as in certain SEAL missions or Marine reconnaissance patrols. In these cases, of course, actual combat with the enemy is often incompatible with the mission; it is not necessary to contact enemy forces to earn the award.

• Directly involved with or endangered by an enemy attack on a base. For instance, a squadron area comes under mortar attack at Da Nang. In this case, the men who are fighting

---

CAR Dates Back to 1961

Sir: I read with interest your article about the Combat Action Ribbon (AH, April 1969, pg. 55) and wonder if Korean veterans, such as myself, are authorized to wear it. I served in Korea from May 1953 to August 1954, seeing action both before and after 27 Jul 1953, date of armistice. — L/CPL M. C. V., USMC.

• Sorry, but the newly designed Combat Action Ribbon is authorized to be awarded to individuals involved in separate wars or conflicts after 1 Mar 1961.—Ed.

MONEY MEN—When 11 men from Reconnaissance Squadron Eleven reenlisted on board USS Kitty Hawk (CVA 63) for a total of 64 years, their bonuses totaled $71,864. Reenlisting were AT1 Richard W. Wellishear, AE1 Edgar R. Griffin, ABH1 Samuel L. Greene, AQB2 Thomas E. Britt, ATR2 James P. Murphy, ATR2 C. A. Smith, CS3 Gerald K. Thompson, ATN3 George Hilliard, ATN2 Jackie W. Lowry, ATN2 Larry T. Barbate and ATN2 James A. Lundin.

the enemy, endangered by the projectiles, or involved in reaction such as moving aircraft into revetments are all eligible for the CAR. However, the whole squadron is not necessarily eligible, nor are men in other parts of the base who are not endangered by the attack. In the case of a smaller base, a heavy attack might endanger the whole base; therefore, everyone in the base during the attack could be eligible.

- *Personnel in riverine boats in a fire fight are eligible for the CAR regardless of whether the boat is hit or not.*
- *A hospital corspman or Seabee serving with a Navy or Marine unit which comes under attack or otherwise becomes eligible.*
- *A naval aviator who is engaged in surface combat. (Aerial exposure to hostile action is already recognized by the Air Medal, and is therefore not a qualification for the CAR.) For instance, an aviator who was aboard a ship when it was attacked, or who took off or landed aboard while the ship was under attack, is eligible for the Combat Action Ribbon. Also, a pilot who ejects or is forced to land in North Vietnam is eligible, whether or not he encounters enemy forces. However, if he is forced down in the Republic of Vietnam, he is eligible only if he encounters or evades enemy forces.*

As you can see from these examples, the Combat Action Ribbon is not a unit award, and it's not a campaign ribbon for serving in-country. It is intended to recognize an individual's *involvement in hostile action, as do the Air Medal and the Army's Combat Infantryman's Badge.* —Ed.

Two gracious ladies of the sea met in Boston Harbor when the schooner yacht America moored alongside USS Constitution at Boston Naval Shipyard. The schooner is a duplicate of the America that beat the best of the Royal Yacht Squadron in a race around the Isle of Wight held as part of the London Exposition of 1851. This race has become known as the "America's Cup" in honor of the first winner and it has been won by an American yacht every time.

Saluting Problem Solved

Sir: Upon recognizing the officer bumper sticker on my car, the gate guard rendered a salute. Since I was in civilian clothes, I did not return it.

This decision was appalling to my father, an Air Force colonel, who was riding with me. He was of the opinion that as a matter of courtesy I should have acknowledged the salute in some way.

I explained that I had been taught that members of the naval service do not salute when in civilian attire or in uniform when uncovered. It didn't make much of an impression, I'm afraid.

Am I correct about the saluting, or is there a way the salute should have been acknowledged?—P. R. A., Jr., LT, USNR.

- *Under the old rules of "Navy Regs," a hand salute by a person uncovered was not authorized.*

Times have since changed.

So have the "Regs."

They now state that Navymen (including officers), when uncovered, will not salute, except when failure to do so would cause embarrassment or misunderstanding. This applies to the Navyman in civilian dress, as well.

Judging from this, as it relates to the situation in your letter, it seems your decision may have created a bit of misunderstanding.

But all should not be lost.

Perhaps amends can be made in a sincere father and son talk during which you reassure Dad that father knows best, all the while keeping in mind that bird on his shoulder.—Ed.

Light on USMC Grades

Sir: A Marine who works in my office recalls that when he enlisted in 1946, the pay grade numbering system was just the opposite of what we have today. In other words, says the Marine, private was pay grade E-9 instead of E-1.

I find this hard to believe, since at that time there were only seven enlisted pay grades.

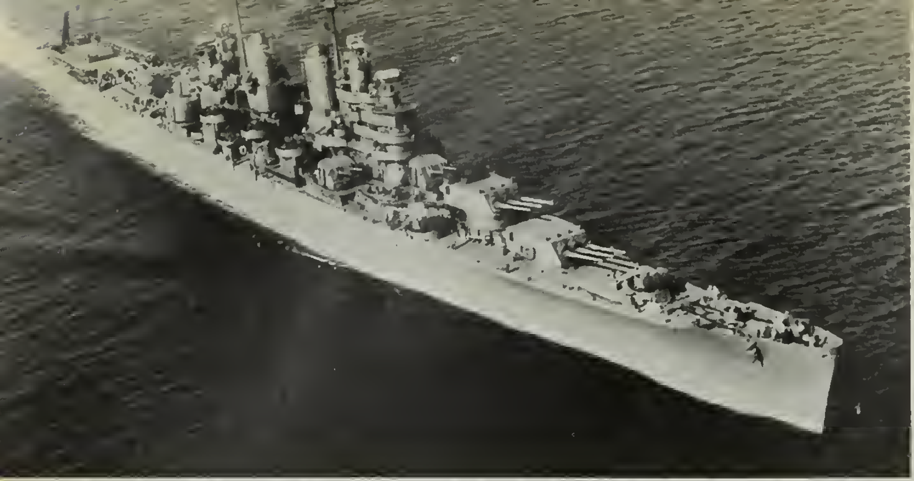
Can you shed any light on this?—R. J. B., PN2.

- *Our friends in the Marine Corps Division of Information tell us that until 1949, the numbering system for enlisted grades was the opposite of the one used today. The junior rank, private, was E-7. The senior enlisted rank, master sergeant, was grade E-1.*

The Career Compensation Act of 12 Oct 1949 reversed the numbering, placing private in grade E-1 and master sergeant in grade E-7.

The E-8 and E-9 grades did not come into existence until 1 Jan 1959.

If your Marine friend was a private in 1946, his grade was E-7.—Ed.



USS Helena (CA 75)

The Three Faces of Helena

SIR: I am a little confused about the World War II cruiser USS *Helena.* I know she was at Pearl Harbor on 7 Dec 1941, but I have seen her designated CL 50, and also CA 75. Which is correct?—G. L. C., AN, USN.

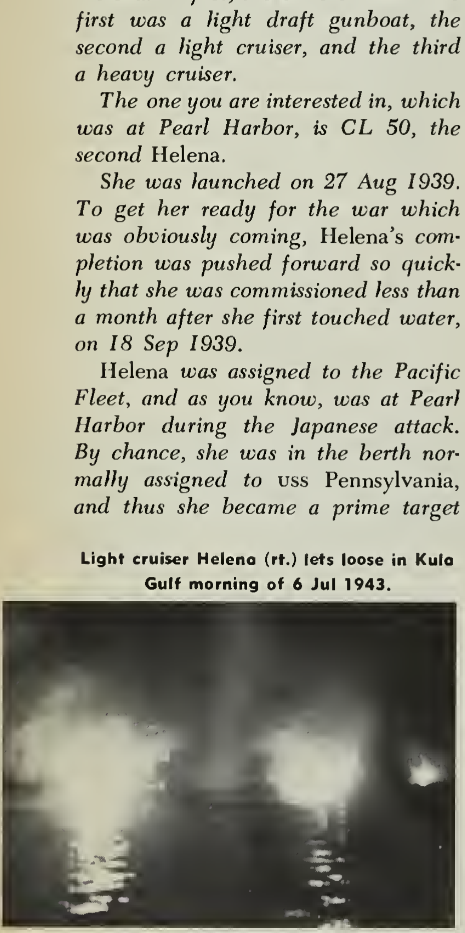
• *They are both right, since there were ships of both designations named* Helena. *In fact, there were three. The first was a light draft gunboat, the second a light cruiser, and the third a heavy cruiser.*

The one you are interested in, which was at Pearl Harbor, is CL 50, the second Helena.

She was launched on 27 Aug 1939. To get her ready for the war which was obviously coming, Helena's *completion was pushed forward so quickly that she was commissioned less than a month after she first touched water, on 18 Sep 1939.*

Helena *was assigned to the Pacific Fleet, and as you know, was at Pearl Harbor during the Japanese attack. By chance, she was in the berth normally assigned to* USS Pennsylvania, *and thus she became a prime target of the attacking planes of the enemy.*

Light cruiser Helena (rt.) lets loose in Kula Gulf morning of 6 Jul 1943.



Within three minutes of the time the first bomb was dropped, a lone torpedo plane shot across Ford Island and made for Helena. *The torpedo it fired passed under the minelayer* Oglala, *which was tied up alongside, and hit* Helena *on the starboard side almost amidships, just as the crew were going to their battle stations.*

One engine room, and one of the boiler rooms were flooded. Wiring to the main and 5-inch batteries was severed, but amazingly quick response by the engineers brought the forward diesel generator up within two minutes, making power available to all mounts. Immediately, the gun crews sent up a barrage that made the follow-up dive bombers veer well away from Helena's *amidships section.*

Outstanding damage control kept Helena *afloat, and after a preliminary overhaul at Pearl Harbor, she steamed back to the mainland under her own power for major repairs.*

In July 1942 she steamed back to enter the action, escorting a detachment of Seabees and an aircraft carrier carrying planes to the South Pacific. When these escort missions had been carried out, joined the Task Force formed around USS Wasp *(CV 7).*

It was this task force that steamed in distant support of six transports carrying Marine reinforcements to Guadalcanal on 15 Sep 1942.

In mid-afternoon Wasp *was suddenly hit by three Japanese torpedoes. Almost at once she became an inferno, and the situation was worsened by a terrible explosion.* Helena *disregarded the dangers of being torpedoed herself, and stood by to rescue nearly 400 of* Wasp's *officers and men, whom she took to safety on Espiritu Santo in the New Hebrides.*

During the battle of Cape Esperance, fought off Savo Island, Helena, *equipped with superior radar, was first to contact the enemy, and also first to open fire on them.*

From her first salvo, Helena's *accurate, rapid gunfire struck the Japanese heavily. When firing ceased,* Helena *had sunk two enemy ships, the cruiser* Furutaka *and the destroyer* Fubuki.

On 13 Nov 1942, off Guadalcanal, Helena *joined the support group which tackled the job of keeping a large enemy force from bombarding Henderson Field.*

It was Helena's *radar that first located the enemy, early in the midwatch. In the melee that followed, the tropical night was lit again and again by flashes of* Helena's *guns.*

The American force achieved its goal, for the Japanese had been prevented from their intended heavy attack. But while the Japanese lost a battleship and two destroyers, we paid a high price for them. Sunk or sinking were a cruiser and four destroyers.

Many men, including both admirals present, had given their lives. Thus it was Helena's *skipper, Captain G. C. Hoover, as senior officer present, who took command of the remaining ships, and shaped course for the New Hebrides.*

Helena's *big guns found revenge when she was assigned to the bombardment of Japanese positions on New Georgia during January 1943. Once more proving themselves past masters of the art of gunnery,* Helena's *men rocked the enemy at Munda and Vila Stanmore, leveling supply concentrations and gun emplacements.*

It was during this month, too, that Helena *fired at and presumably downed a Japanese plane, using the new Mark 32 proximity-influence fuse. This Japanese plane is believed to be the first victim claimed by the device, which was to play so important a part in antiaircraft fire throughout the rest of the war.*

On 5 Jul 1943, Helena's *group was off the northwest corner of New Georgia. Through each of the three cruisers and four destroyers composing the group, the General Quarters alarm rang. Racing down to face them were three groups of Japanese de-*

stroyers, totaling 10 in all. Radar contact with the enemy was made at 0140.

Four of the enemy destroyers peeled off to accomplish their mission of landing troops on the island, thus confusing the issue and making more difficult the job of establishing where, and in what number, the enemy was sailing. But by 0157, Helena *was ready to open fire, and began blasting away with a fire so rapid and intense that the Japanese later announced in all solemnity that she must have been armed with 6-inch machine guns.*

Ironically, it was Helena's *fire which in a sense caused her doom, for she made a perfect target when lit by the flashes of her guns. Seven minutes after she opened fire, she was hit by a torpedo; within the next three minutes, she was struck by two more.*

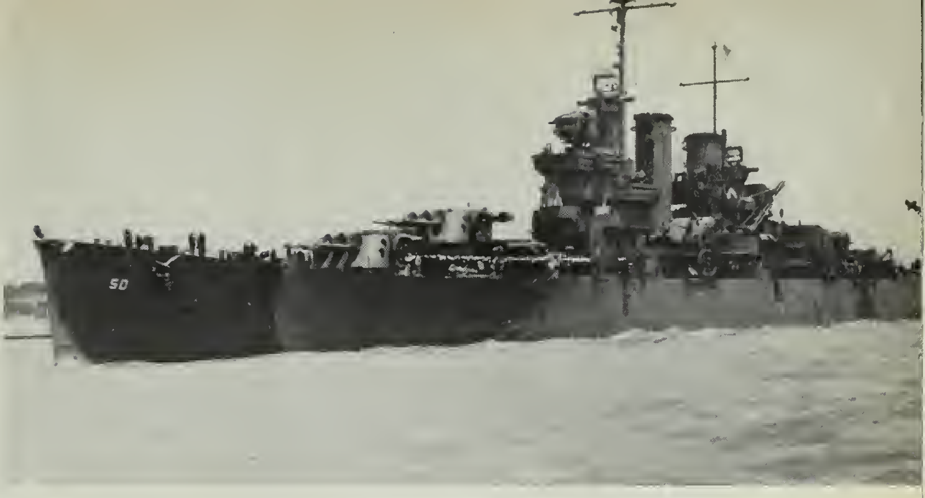
The first exploded near the waterline between No. 1 and No. 2 turrets. The second struck deep under No. 2 stack, and the third hit very near the second. Almost at once she began to jackknife. Below, she was flooding rapidly even before she broke up. "Abandon Ship!" was ordered, and Helena's *men went over the side.*

Helena's *history closes with the story of what happened to her men in the hours and days that followed.*

When her bow rose into the air after the sinking, many of them clustered around it, only to be fired at there. About an hour and a half after she sank, two American destroyers at last came to the rescue. But before many of the survivors could be taken from the water, radar contacts in the destroyers showed the enemy closing fast both from north and south, and they charged off in pursuit. The enemy retired in the face of this opposition, and the U. S. destroyers returned to the men in the water.

With the coming of light, the enemy was in range once more, and again the destroyers broke off their rescue operations to pursue. An air attack was the logical next event on the program, so the destroyers withdrew for Tulagi, carrying with them all but about 275 of the survivors. To those who remained they left four boats, manned by volunteers from the destroyers' crews.

Captain C. P. Cecil, Helena's *commanding officer, organized a small flotilla of three motor whaleboats, each towing a liferaft, to carry 88 men to*



USS Helena (CL 50)

a small island about seven miles from Rice Anchorage, after a laborious all-day passage. This group was rescued the next morning by USS Gwin *(DD 433) and* Woodworth *(DD 460).*

For the second group of nearly 200, the bow of Helena *was their liferaft.*

But it was slowly sinking. Disaster was staved off by a Navy Liberator, *which appeared well after daylight and did what it could by dropping all of its life jackets, and four rubber lifeboats, one of which sank without inflating.*

The wounded were placed aboard the remaining lifeboats, while the able-bodied surrounded the boats and did their best to propel themselves toward nearby Kolombaranga. But the combination of the wind and current carried them up the Slot, ever farther into enemy waters.

Through the torturous day that followed, many of the wounded died. American search planes missed the tragic little fleet, and Kolombaranga gradually faded away to leeward.

Another night passed, and in the morning the island of Vella Lavella loomed ahead. The natives were said to be friendly, and it seemed the last chance for Helena's *men, so they headed for it. At noon, an officer and four men of* Helena's *Marine detachment joined up after being in the water for 30 hours.*

Night fell once more, and the boats lost one another in the darkness. By dawn, though, all three boats saw land only a mile distant, and during the morning all who were left were safely landed.

Two coastwatchers and loyal natives cared for the survivors as best they could, and radioed news of them to Guadalcanal. The 165 who were all that remained then took to the jungle, since this was their only hope of evading Japanese patrols.

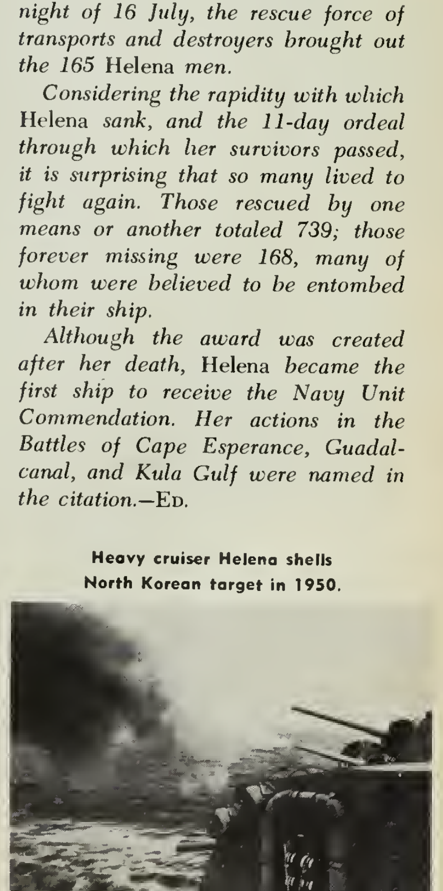
On Guadalcanal, the rescue problem was carefully studied. Seaplanes, submarines, PT boats, were considered and rejected, for none could take that many men out in one operation. Surface ships it would have to be, and on 15 Jul 1943, Nicholas *(DD 449) and* Radford *(DD 446), augmented by* Jenkins *(DD 447) and* O'Bannon *(DD 450) set off to sail farther up the Slot than ever before, screening the movement of two destroyer-transports, and four other destroyers.*

In two separate pickups during the night of 16 July, the rescue force of transports and destroyers brought out the 165 Helena *men.*

Considering the rapidity with which Helena *sank, and the 11-day ordeal through which her survivors passed, it is surprising that so many lived to fight again. Those rescued by one means or another totaled 739; those forever missing were 168, many of whom were believed to be entombed in their ship.*

Although the award was created after her death, Helena *became the first ship to receive the Navy Unit Commendation. Her actions in the Battles of Cape Esperance, Guadalcanal, and Kula Gulf were named in the citation.*—Ed.

Heavy cruiser Helena shells North Korean target in 1950.



TAFFRAIL TALK

THE NAVY has come a long way in its almost 200 years—from sail to nuclear power; from muzzle-loading cannon to missiles and jets.

But there's a familiar ring to the description of Navy life by George Jones in 1829. Mr. Jones was a schoolmaster hired to teach midshipmen on board the frigates USS *Brandywine* and USS *Constitution*. He kept a detailed journal of his shipboard observations and experience, published as *Sketches of Naval Life*.

Here are a few selections:

We never indeed lose sight for a moment of the true character of our ship. Though in no expectation of an enemy, the ship is so as to be ready for action in a few minutes and, unless the weather is bad, we have every evening what is called *quarters*, presenting all the pomp and circumstance of an expected engagement. The music is ordered up just before sunset and a well-known beat of the drum summons each man to his gun. Their names are called by the midshipman and each replies by rapidly stating the part assigned him. . . .

In some of our ships, they have quarters in the morning as well as evening, and those who go most for discipline have the drum beat at unexpected moments, frequently at night. In eight minutes (on the average) every man must be dressed, have his hammock lashed and in the nettings, and be at his station, all ready for a fight. . . .

All the men are employed during the day. In port, a half-watch is called every four hours at night, but they generally are permitted to find a corner on the gundeck for a nap and frequently they even turn into their hammocks "all standing," that is, with their clothes on. The officers alone are seen above.

At sea, however, the whole watch, comprising one-half of the men must be on deck at night, and if the weather is stormy, no hammocks are piped down at all. They are divided into two watches, denominated starboard and larboard. Each is called every four hours and every man has his place and duty assigned him in a book called the station bill, kept in some public part of the ship. There are generally four such books—*quarter bill, station bill, tacking and veering bill*, and *mooring and anchoring bill*. Each man thus, in every case, knows just exactly where he should be and what is his duty and, amid apparent confusion, there is always perfect order. . . .

The *master-at-arms* has charge of the prisoners; if they escape through his neglect he must suffer in their stead. . . .

A few days ago we commenced sending the men ashore in parties of about 50 each with permission to stay a few days and a proper sum of money to spend. They go ashore only three or four times a year.

From the foregoing you can see there's a big change in the past seven score years, particularly from the standpoint of liberty.

But some things haven't changed. Every ship is still expected to be ready for a fight at a moment's notice. And every man knows his job.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: GOOD GUIDE—Moving up to catapult for a launch from the flight deck of USS Kitty Hawk (CVA 63) on A-4 Skyhawk is guided by a flight deck crewman. —Photo by Chief Journalist Jim Falk, USN.

GROSS WT

SPEARHEAD OF THE FLEET

CRUISER-DESTROYER FORCE

208.5/
34

ALL HANDS

359.05
A416

NOVEMBER 1969

LIBRARIES
1969

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

AC-DIV-11
AC-DIV

SMOKIN
NO
SMOKING

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1969 Nav-Pers-O NUMBER 634

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

After Camille: "Thank God for Navy" 2
Navy Relief Society and Red Cross Lend A Hand 6
New Ships: Coming Down the Ways 8
Your Recruiter—The "Go Navy" Man 12
Experts in Oil 18
The Master Chief Petty Officer of the Navy Speaks Up on Leadership 20
Black American in the Navy 26

Special Report

Career Motivation Conference: Recommendations, Status and Action 40

Departments

Decorations and Citations for Ships 54
Letters to the Editor 58
Navy Humor 63

Bulletin Board

Roundup on Leave: Read All About It 32
Ships and Units to Be Decommissioned 36
Policy on Transfer for Separation 37
Personal Affairs: Are Your Papers in Order? 38
52,000 Advance After August Exams 46
South Dakota: 7th Bonus Law State 47
Opportunities in AX and AW Ratings 48
What Do You Know About ADCOP? 49
Correspondence Courses, New Movies 52
Education Guides Available 53

Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: NAVY NET WORK—Painting by Journalist 3rd Class John C. Roach, the only enlisted man officially designated combat artist by the Navy, depicts deck action during underway replenishment.

• AT LEFT: GATOR GAME—Two LCM-8s of Assault Craft Division 11 get a little wet as USS Alamo (LSD 33) floods her well deck during operations with the Seventh Fleet.

After Camille

"Thank God for the Navy . . ."

"Every hard, tough, unpleasant assignment that required quick action was answered . . ."

"They're doing all this hard work, and they're not complaining about it at all . . ."

"WITHOUT what you have done," said Governor John Bell Williams, "We could not have made it through this crisis."

The governor of Mississippi was speaking to Seabees at Gulfport, after Hurricane Camille.

A state senator, Nap Cassibry, agreed. "The area damaged by Hurricane Camille could not have conducted recovery and restoration efforts of any kind without the men and equipment the Seabees have provided," he said.

And another citizen of the stricken area put it more briefly:

"Thank God for the Navy—and the Seabees."

Other Navymen were also deeply involved. For example, the crew of the submarine tender USS *Bushnell* (AS 15), volunteers from NAS New Orleans, NAS Memphis and elsewhere.

The whole Navy family lent a hand, including wives, working hand in hand with the Navy Relief Society and the American Red Cross (see page 6).

PEOPLE OF THE area had reason to be thankful for the locally based Navymen after Camille had devastated a wide stretch of the Gulf Coast.

Her winds had hardly died down when Navymen were searching the wreckage of buildings for survivors, clearing tons of fallen trees and other debris from the streets to allow rescue vehicles to pass, and providing emergency ambulance service with any jeeps or trucks that could be put to use.

They set up communications for local Civil Defense headquarters, housed and fed refugees in the Seabee Center in Gulfport, repaired the destroyed sewer and

Hurricane Camille proved she was no lady by hurling 20-foot tides into the Mississippi Gulf Coast. The result is shown above. At right: Navy medical officer explains evacuation procedures to hurricane victims. Below left: Seabees move out to assist hurricane victims of Gulfport. Below right: Navy helicopter unloads supplies at Walnut Grove High School, one of the few buildings standing intact in this Mississippi town.

water systems, set up generators to provide emergency power—and meanwhile repaired some of their own buildings, many of which had been severely damaged.

When Camille struck, one group of Seabees from Mobile Construction Battalion 128 was airborne, on their way home to Gulfport from their second tour in Vietnam.

Their planes were diverted to Florida and New Jersey. The Seabees fought their way back to Gulfport by any available transportation.

It was hardly a typical homecoming. The men's families were safe, but some had lost homes in the hurricane. They greeted their families, looked at their homes (or what was left of them)—and went straight to work. There was more than plenty to do.

Operating bulldozers, forklifts, front-end loaders, chain saws and any other equipment that came to hand, the newly returned Navymen began clearing the streets of fallen trees and rubble so that rescue vehicles could enter the area to search for trapped people.

As more flights of MCB 128 Seabees came in from Vietnam, they joined other units in the work force.

The men installed and operated diesel generators to run water pumps and sewage stations. They evacuated some 1400 refugees from Pass Christian and transported them to the Gulfport Seabee Center in Navy helicopters and buses. There the storm victims had a hot meal — for many of them, the first in three days.

In Pass Christian, they joined the massive search and rescue operation, rescuing many people who sur-

Crewmen of USS Bushnell (AS 15) aided hurricane victims at Pilattown, La. Right: Navyman aids aged Camille victim. The hurricane was the greatest natural disaster ever to strike the U. S. mainland.

vived the storm — and searching for those who did not.

After that grim job was done, the tired Vietnam veterans still had no time for leave. Some continued to clear streets; others put new roofs on buildings at the Seabee Center, and built a trailer court at the center for the use of families (including some of their own) who had lost homes.

When Governor Williams declared partial martial law in the hurricane area, he put Captain James M. Hill Jr., CO of the Seabee Center, in charge of recovery operations.

Nearly 1700 Seabees were involved in the job.

Seabees searched the wreckage of the Gulfport Veterans Administration Hospital for more than 30 hours after the disaster. They brought out more than 200 patients, who were later evacuated.

Their search and rescue operations found hundreds of people who were trapped by debris or isolated by high water and impassable roads.

Led by Chief Builder W. M. Jackson, Seabees set up communications for the Harrison County Civil Defense headquarters with field radios after the storm had downed many telephone and power lines. All other radios in the area were inoperable.

Teams of Seabees stood round-the-clock communications watches at Civil Defense headquarters. For some of them, that meant as much as 48 hours without sleep.

Senator Cassibry, who also worked long hours at the headquarters, said: "Whenever we needed material and assistance, the Seabees responded.

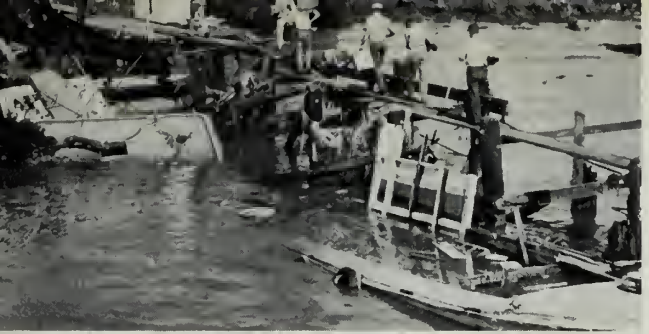
"The Seabees rose to the immensity of the work," he said. "Every hard, tough, unpleasant and dirty assignment that required quick action was answered by the Seabees."

According to the Harrison County Civil Defense director, the Seabees directly contributed to preventing further damage and loss of life and property by doing whatever they were called on to do.

Shortly before the 190-mile-an-hour winds hit, the Seabee Center provided shelter and medical attention to expectant mothers, people with heart conditions and infirm persons. No one was denied admittance.

After the storm, hundreds of refugees were taken in at the center, either for a short stay on their way to larger relief centers, or for a longer period if they had nowhere else to go.

Aerial view, above shows the wrath of Hurricane Camille. Below: NAS New Orleans personnel search for survivors in debris at Bay St. Louis.



Navymen from USS Bushnell (AS 15) carry supplies over what is left of a pier and causeway. Below: Navy helo lands on highway 90 to aid victims at Bay St. Louis, Miss.

One elderly couple lost their seaside home and everything else they owned when the winds and waves struck. They were housed at the center while they waited for action on their request for a mobile home procured by the government.

They were one of 16 families staying at the newly christened "Can Do Hotel." The Navy provided hot meals, linens and blankets and medical assistance for these 63 refugees.

In addition, Navy Relief and voluntary contributions from civilians and servicemen on the base provided powdered milk, baby food, diapers and other essentials for the homeless families in the Seabee Center.

And besides housing the refugees, the center provided lodging for 85 power company employees (who had come all the way from Georgia) and 400 highway workers during cleanup operations.

Seabee and his machine dig through collapsed building in Pass Christian, Miss.

THE SEABEES weren't the only Navymen who moved into action to help the stricken area. There was the crew of the submarine tender USS *Bushnell* (AS 15), for example.

Camille had just torn through Pilottown, La. It looked like a war zone.

Splintered pieces of the pier and causeway were scattered over the harbor. Near the anchorage, four freighters lay high and dry in the tall grass. Dead cows, deer and pigs were strewn around the village. Power lines were down. The freshwater and sewer systems were badly damaged.

Then *Bushnell* arrived.

Within four days, her crew had distributed emergency fresh water and medical supplies; rebuilt the pier and causeway; set up a large diesel generator and replaced much of the destroyed power cable; restored the sewer system; gathered and burned the animal carcasses; and killed scads of poisonous snakes infesting the tall grass near the port area.

As if that weren't enough, they also provided laundry service to the townspeople.

The tender's medical staff gave inoculations to citizens of Pilottown and nearby communities to guard against epidemics. *Bushnell's* boats worked overtime carrying men, fresh water and supplies to other towns in the area.

OTHER Navymen pitched in.

A group of 54 volunteers from NAS New Orleans went to Bay St. Louis, La., where they set up communications, cleared away debris, searched for victims, evacuated survivors by helicopter, and distributed supplies and equipment where they were needed.

Many pieces of machinery — pumps, generators and heavy equipment — were in Bay St. Louis, but were unusable because of a lack of trained operators, mechanics and electricians. The Navymen provided the know-how to put the equipment to use.

Men at NAS Memphis contributed truckloads of canned goods and other foodstuffs, and money to help with disaster work.

All over the devastated area, Navymen were often first on the scene and were among the hardest workers in the backbreaking job of digging out.

THE PEOPLE who received Navy help were generous in their praise.

In Mississippi, one man said, "I don't know what the Gulf Coast would have done without them." As he spoke, a team of Seabees was hard at work chopping down a damaged tree that had threatened to crash into his house.

"I think it's fantastic," said a young girl. "They're doing all this hard work, and they're not complaining about it at all."

And another local man said simply:

"We love our Navy, afloat and ashore."

Navy Relief Society Works With Red Cross in Wake of Camille

While the Navymen in the area stricken by Hurricane Camille were helping other people to recover from the disaster, the Navy Relief Society, American Red Cross, and other agencies were helping the Navymen and their families.

Many Navy families had lost homes and all their possessions in the storm. But some members of those very families that were victims of the hurricane pitched in to help others—individually or as Navy Relief volunteers.

Mrs. Jeanne Shields, executive secretary of the Pensacola auxiliary of Navy Relief, flew to Gulfport, Miss., three days after the hurricane and stayed there for five days. (The Gulfport Navy Relief office is a branch of the Pensacola auxiliary.) The following are excerpts from her informal report to Navy Relief headquarters in Washington.

THE SEABEE BASE at Gulfport is located some blocks from the beach, and therefore did not experience the incredible tidal damage; but it did suffer very serious damage from the 190-mile-per-hour winds and tornadoes. There are only a small number of quarters on the base, so all enlisted families and most officer families lived in either government-leased housing or private rental or ownership housing in Gulfport, Long Beach, Pass Christian, Bay St. Louis, etc.

All Navy personnel and dependents who were sheltered on the base survived the storm, though there were a few injuries—a very few considering the incredible rescue work carried out during the storm as buildings collapsed and roofs blew away. [A Navy doctor's wife and two Navymen were killed in waterfront apartments.—Ed.]

The beach front from Biloxi westward to Bay St. Louis is gone. Anyone who made that beautiful drive before 17 August can be glad he saw the beautiful old homes and trees, for they no longer exist. Homes and multistoried apartments are now only a foundation slab and a few inches of rubble.

The trees are filled with scraps of unidentifiable lumber and clothes. Fences still standing are solid with debris. Huge magnificent oaks and pines are broken, uprooted and blackened from salt water. From the air the vegetation is brown from salt for miles inland from the coast. When I flew over to Gulfport the land was covered with a bright, sickly green scum as far as the eye could see—as though a giant, dirty fish tank had been emptied over the land.

The Seabees were both victims and essential disaster relief workers. The official reports will describe in detail their work—and I'm sure the magnitude will come through the official language. But I was there and saw it—and I will never forget what good men, trained and organized, can do. They cleared transportation lanes into stricken areas, found live victims, evacuated whole communities, searched for bodies (a grisly task after a few days), removed debris and on and on.

Other Seabees were clearing and repairing the base, and giving logistical support to the men in the field. I suppose this is as close as the average American civilian woman can come to seeing what men can do in a combat-like situation. There was no enemy shooting, but there was great personal danger in what these men were doing. MCB 74 men worked to within a few hours of their departure for Vietnam on Thursday, and men of MCB 128 went to work as soon as they returned from Vietnam on Saturday.

MEANWHILE, Navy families had suffered various degrees of loss from total to minor. All immediately experienced the first disaster effects—shock, loss of basic utilities, food spoilage, need for sanitary facilities, death or injury of friends, lack of communication, impossibility of transportation. Some of these were relieved in an amazingly short time by the base—particularly shelter, water, food, medical attention, if needed, and clothing.

The speed with which the base organization worked had, I feel, a very real effect on reducing shock and fear for our Navy dependents. This is not to say that shock was quick to abate, but the esprit and closeness of the naval community was a decided factor in the good morale the men and families displayed.

Here in Pensacola we were, of course, anxious to learn what was needed, but the lack of communication kept us on tenterhooks for a while. Volunteers stripped and packed our Thrift Shop and sent 40 cartons of clothing, as well as all our layette diapers, shirts, diaper pins and receiving blankets.

Fortunately, we had on hand 16 cases of disposable diapers and some other dependent needs which had been given us by *Lexington* (left over from her last disaster relief mission). These were sent over immediately. Commander R. B. Newton, the auxiliary's executive vice president and CNABTRA Judge Advocate, flew into the base at Gulfport on Tuesday, 19 August, and assisted the Red Cross, Navy Relief and legal people to set up a disaster relief information center. . . .

CDR NEWTON and I flew to Gulfport on Thursday, 21 August. We conferred with the Red Cross Field Director, Mr. Price, and learned that the ARC disaster team was delayed, while the number of dependents seeking help was rapidly increasing. . . . It was decided that Navy Relief and Red Cross would both give emergency assistance following the same policy; it was at this point that the all-gratuity decision was made, since Red Cross disaster assistance must always be a gratuity.

Lieutenant Maloney, the Seabee Center chaplain and our branch executive secretary, was handling many jobs other than Navy Relief. He had been particularly involved in the evacuation of the Pass Christian residents on Wednesday and had duties in the dependents' shelter. Incidentally, Chaplain Maloney lost all his household and personal possessions. . . .

During Thursday, volunteers came to the Navy Relief office in increasing numbers to report in and to advise us of their condition and of when they would be available to work. Some stayed to work, leaving only to attend to necessary family business or to help other Navy families. From Thursday on, this continued; by the weekend we had over 20 volunteers available for work in the office and the Thrift Shop. (The Thrift Shop is the clothing distribution center, operating all day.)

These volunteers were victims of the storm with all the problems of everyone else. Three had lost all their worldly possessions.

Several left to see husbands off leaving with MCB 74 and then returned to work. Others left to meet husbands returning with MCB 128 and, along with their husbands, went right back to work. Many left the job of cleaning their damaged homes to work for Navy Relief. Many sheltered families in their homes and all assisted each other in every way.

There was much coming and going, but at no time was there a shortage of volunteers. These ladies adapted quickly to the emergency methods we had to use and absorbed all the ever-changing information. Their skill, dedication and morale were superlative.

I have long admired the Navy wife volunteer and her sense of dedication to her husband's service, but I find it difficult to express my admiration for these magnificent Seabee wives. Logically, I know all Navy wives would have done the same, but I saw these ladies do it and I'll never forget them. . . .

THE FIRST FEW DAYS we operated the office from 0730 to about 2230 in order to give the Seabees a chance to get to us. The ARC people had to close earlier as they had to confer with the over-all ARC disaster staff each day. This helped us greatly, for they brought us much needed facts on the over-all situation. . . .

My admiration for the Red Cross is unbounded . . . While at the ARC disaster center, I was struck with the rapidity of the service and with the fact that the workers managed to treat each victim as an individual and give his problems undivided attention. The place was jammed with humanity, yet the work appeared to proceed calmly and quickly. One got the feeling of control at all times.

The Gulfport headquarters is in a school and is hot, dusty and packed with people. When I left, queues had circled the building several times. ARC workers have come in from California, Minnesota, Oklahoma, and other places. Their task is prodigious in Gulfport alone and will take months to complete.

NOW A BIT about the type of assistance we gave. First was assistance in evacuating Navy families to other places, usually to parents. This was felt by everyone to be a logical move, for the men were so busy doing disaster work that they could not assist their families as civilian husbands and fathers could, and many families were hard hit. By evacuating them, we relieved the Seabees to do their job, relieved the logistics and safeguarded the dependents.

Many of these requests involved pregnant wives or very young children. In a number of cases, the wife left the children and returned to cope with the family's personal problems—cleaning, insurance claims, car repairs, etc. Some men used basic maintenance funds on hand (the base paid on Thursday, 21 August) to get their families out, then saw ARC or NRS later to resolve the financial emergency. A number of families needed basic maintenance help because they had spent funds preparing for the hurricane and coping with the immediate aftermath. Disaster is costly to individuals in many ways. . . .

By working together we were able to help in many ways. Housing asked ARC and NRS to help them in the problem of locating families in leased housing. Some of these had departed quickly on their own, leaving possessions in the houses and no word of their desire to hold or release housing. Others were in the area sheltered with friends. Frequently, we could help in getting housing and the people together. By sharing information, the various offices were able to give more service. Family Services is operating the dependents' shelter and has been another source of help and information exchange. . . .

FRANKLY, in the first hours of operations we made some mistakes. None of us was prepared for the magnitude of the task and workers and applicants alike were experiencing shock in some degree, including this worker. In retrospect, I feel we got our sea legs pretty quickly and the errors in judgment were far outweighed by the needed assistance given.

Before leaving Gulfport, I talked to the Red Cross people aboard. They assured me that Navy Relief's help was most necessary and well done, and that they were praising NRS to their disaster headquarters.

Many Seabees assured us of their support and their desire to repay by contributions, and one grizzled 1st class said: "The folks here in Mississippi like us just fine today and in the next Navy Relief drive, I'm going to give them a chance to put their money on the line to prove it." The method in mind may not be what we would wish, but the sentiment is there.

Coming down the

Escort ship USS Harold E. Holt (DE 1074) passes down the ways during launching ceremony.

SPARKS OF WHITE-HOT STEEL, showers of champagne, speeches, and the exchange of commissioning pennants were among the happenings recorded recently during shipyard ceremonies.

In detail:

- A *Sturgeon*-class nuclear submarine to be named *Archerfish* (SSN 678) is beginning to take shape in the shipyard at Groton, Conn.

The boat's keel was initialed by Mrs. James F. Calvert whose husband commanded the nuclear submarine USS *Skate* (SSN 578) on its history-making voyage to the North Pole 10 years ago. *Skate* was also built in Groton.

When completed, *Archerfish* will be 289 feet long and displace 4200 tons.

- Namesake of cities in Kansas and Missouri, the 659-foot replenishment fleet oiler *Kansas City* (AOR 3) slid down the ways at Quincy, Mass. Target date for delivery to the Navy is mid-1970.

A new high-speed transfer-at-sea system will enable *Kansas City* to provide combat ships with a wide range of supplies. Her cargo will include refrigerated and dry provi-

ways

USS Rathburne (DE 1057) heads for water during launching.

sions, ammunition and missiles, and over six million gallons of marine and aviation petroleum products.

Kansas City is the third of six ships in the replenishment fleet oiler class to be built under civilian contract in recent years. The first was USS *Wichita* (AOR 1), recently delivered to the Navy. The second, *Milwaukee* (AOR 2), is still under construction at Quincy.

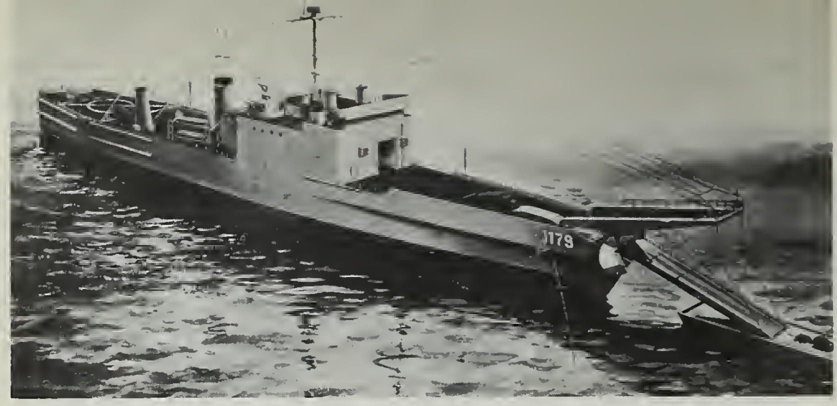
- DE 1068, a *Knox* class escort ship was launched during the month of June in Westwego, La. She was named *Vreeland,* in honor of Rear Admiral Charles E. Vreeland who started his 45-year naval career as a seaman apprentice at age 13. He rose to the position of second aide for operations in the Navy Department before retiring in 1914.

Vreeland, measuring 438 feet long, with a 47-foot beam, has a full-load displacement of 4100 tons. She is expected to join the Fleet in August 1971.

Four joined the commissioned ranks: USS *Durham* (LKA 114), *Wichita* (AOR 1), *Newport* (LST 1179), and *Hepburn* (DE 1055).

USS Hepburn (DE 1055)

LOOKING GOOD — Second ship in a new class, USS Hepburn (DE 1055) is now serving with Destroyer Squadron 13, the Black Cat unit of DesDiv 132.



SOMETHING NEW—Artist's sketch shows how USS Newport (LST 1179), first of a new class, differs from WWII type LSTs.

- *Durham* is the second amphibious cargo ship in a series of five to be commissioned by the Navy in an effort to modernize amphibious warfare.

Durham's innovations include a helicopter flight pad and an automatic engineroom operated by four men rather than the 14 normally required in earlier cargo ships. She also has two 70-ton flip-flop booms, each of which can be worked over either of two holds and then over either side of the ship, enabling her to handle cargo faster and more safely. They can handle the heaviest of amphibious craft, such as the 60-ton LCM-8.

Altogether, *Durham* is designed to carry 13 boats: four LCM-8s, five 36-ton LCM-6s, two LCVPs and two LCPLs.

Habitability features within the 575-foot ship are enhanced by air-conditioning throughout for the comfort of her 367-man crew and 249 troops.

The first ship of her type to join the Pacific Fleet Amphibious Force (she's homeported in Long Beach), *Durham* is the second ship to bear the name of the North Carolina city. The first *Durham* was a merchant freighter built in 1893 in Belfast, Ireland. She was commissioned by the Navy in November 1918 for service during World War I. After delivering supplies to France and Yugoslavia, she was returned to her owners in April 1919.

- A new type of amphibious assault ship — conspicuously different from familiar World War II blunt-nose LSTs—joined the Fleet on 7 June.

Commissioned USS *Newport* (LST 1179), this first of a new class tank landing ship features a sharp clippership bow topped by two huge derricks used to extend and retract a newly designed over-the-bow ramp. Tanks and trucks will be beached by means of the 35-ton aluminum ramp.

Original design features are apparent from stem to stern. *Newport* is the first Navy combat ship with side propulsion units that enable the bow to swing from side to side while the stern remains relatively stationary. Propellers located in an underwater tunnel running across the ship near the bow provide for increased maneuverability in confining waters.

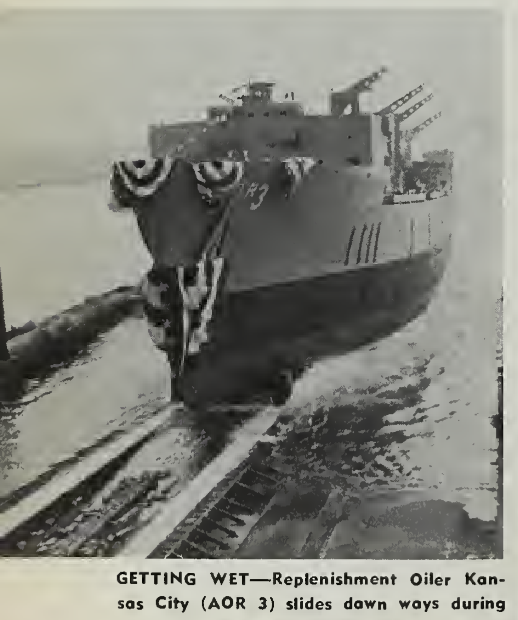
A stern well deck for launching amphibious vehicles while underway and a single lever on the bridge that directly controls the engines and both reversible pitch propellers are among other unusual design features. She also has a stern helicopter platform.

The 522-foot ship, displacing 8500 tons, has a crew of 12 officers and 182 crewmen, and can accommodate a landing force of 20 officers and 431 Marines. She is homeported at Little Creek, Va.

- USS *Wichita* (AOR 1) was placed in commission on 7 June at the Boston Naval Shipyard.

Second ship to bear the name of a Texas river and cities in Kansas and Texas, *Wichita* is the lead ship of a class of new replenishment oilers designed to provide ships of the Fleet with one-stop service.

In addition to her ability to transfer fuel at sea, she is able to furnish provisions, stores and ammunition. Her replenishment equipment for transferring cargo and fuel includes helicopters, allowing



GETTING WET—Replenishment Oiler Kansas City (AOR 3) slides down ways during launching ceremonies.

NEW AMPHIB—Amphibious cargo ship USS Durham (LKA 114) recently joined Pacific Fleet Amphibious Forces.

Here's List of New Ships Scheduled for Delivery This Fiscal Year

HELPING to fill the void left by the ships listed as part of the eventual 100 to be inactivated within the next few months will be 40 newly constructed ships expected to be delivered to the Navy in FY '70. Five modernized ships are also due for delivery during this time frame. The new ships that will be joining the Fleet are, according to descriptive title, name and hull number:

Submarine (Nuclear)
Grayling (SSN 646)
Puffer (SSN 652)
Hawkbill (SSN 666)
Spadefish (SSN 668)
Seahorse (SSN 669)
Finback (SSN 670)
Narwhal (SSN 671)

Submarine Tender
L. Y. Spear (AS 36)

Escort Ship
Roark (DE 1053)
Gray (DE 1054)
Connole (DE 1056)
Rathburne (DE 1057)
Meyerkord (DE 1058)
W. S. Sims (DE 1059)
Lang (DE 1060)
Patterson (DE 1061)
Whipple (DE 1062)
Vreeland (DE 1068)
Blakely (DE 1072)

Amphibious Cargo Ship
St. Louis (LKA 116)
El Paso (LKA 117)

Amphibious Assault Ship
Inchon (LPH 12)

Amphibious Transport Dock
Nashville (LPD 13)

Combat Stores Ship
San Jose (AFS 7)

Tank Landing Ship
Sumpter (LST 1181)
Fresno (LST 1182)
Peoria (LST 1183)
Frederick (LST 1184)
Schenectady (LST 1185)
Cayuga (LST 1186)
Tuscaloosa (LST 1187)

Patrol Gunboat
Beacon (PG 99)
Douglas (PG 100)
Green Bay (PG 101)

Ammunition Ship
Mount Hood (AE 29)

Fast Combat Support Ship
Detroit (AOE 4)

Replenishment Oiler
Milwaukee (AOR 2)
Kansas City (AOR 3)

Salvage Tug
Beaufort (ATS 2)
Brunswick (ATS 3)

(Ships Undergoing Conversion)
Attack Aircraft Carrier
Midway (CVA 41)

Guided Missile Frigate
Farragut (DLG 6)
Preble (DLG 15)
Gridley (DLG 21)
Reeves (DLG 24)

---

her to deliver material to customers at a distance.

The 659-foot ship has a full-load displacement of 37,360 tons and a crew of 24 officers and 345 enlisted men.

The first *Wichita* (CA 45) was a heavy cruiser built at the Philadelphia Naval Shipyard and commissioned on 16 Feb 1939. She earned 13 battle stars during World War II, saw service until March 1959 when she was decommissioned, and subsequently was sold for scrap on 14 August that same year.

• Second ship of a new class escort ship designed to locate and destroy submarines, was commissioned USS *Hepburn* (DE 1055) on 3 July at Long Beach, Calif.

She has since been assigned to Destroyer Squadron 13, the *Black Cat* unit of DesDiv 132.

Named after Admiral Arthur J. Hepburn, one-time chairman of the General Board for the Navy Department, the 438-foot DE is equipped with the latest in sonar, radar, ASW rockets and torpedoes, and a 5-inch/54-caliber gun mount. She also has a helicopter platform aft.

In addition to accommodating her 15 officers and 212 crewmen, *Hepburn* has space to carry a unit commander and staff of the Pacific Fleet Cruiser-Destroyer Force.

In the meantime, at San Diego the commissioning pennant was hauled down on board USS *Skagit* (LKA 105), marking the end of the attack cargo ship's 24 years with the Fleet.

Named after Skagit County in the state of Washington, she was commissioned on 2 May 1945 and managed to arrive in the Far East in time to take part in the World War II surrender ceremonies in Tokyo Bay.

In June 1949, *Skagit* was placed in the Pacific Reserve Fleet but was reactivated when hostilities flared in Korea. During that conflict, the ship aided in the evacuation of troops from Inchon and participated in a landing at Kojo in North Korea.

Her first deployment to Vietnamese waters was in August 1954 to evacuate refugees from Haiphong, North French Indochina (now North Vietnam) in the famous Passage to Freedom operation.

Another significant event in her career took place in August 1960 when *Skagit* made the annual resupply run to Pribilof Island in the Bering Sea, returning with a four-million-dollar cargo of sealskins.

Four years later, the ship was awarded the Amphibious Assault Award, the Engineering Excellence Award, and the Communications Excellence Award for her outstanding achievements during operations with naval units of the Republic of Korea and National China.

In 1966, *Skagit* participated in Assault Operation Double Eagle at Hgai, Vietnam, considered then the largest amphibious assault since the landing at Inchon during the Korean conflict. That same year, she was presented with the Ney Award for best food preparation in the small ship category.

The following year, *Skagit* was again in Vietnam waters, using her assault craft to support U. S. and Republic of Vietnam troops near Hue on the Perfume River.

At the time LKA 105 was decommissioned, she was a unit of the Pacific Fleet's Amphibious Squadron Five.

The Go NAVY MAN

Your Friendly Navy Recruiter at Work in Your Home Community

One of the first men recruited by Chief Engineman Moran O. Tanner walked in wearing sandals, levis and considerable hair.

Mo expected to hear something like "What's the gig, Dad?"

You know what he said?

He said: "Sir, I'll soon be finished with college and am making inquiries with regard to my future. The Navy has appealed to me for as long as I can remember. Will you give me some information concerning my prospects?"

Recruiter discusses Navy future with high school students.

Mo found the experience highly educational. "Later, I got to know this man, and I'll tell you something. The Navy has one fine petty officer out there now."

Mo doesn't take the hippie-type front too seriously. "Most kids today are really no different from you or me of a few years back. But sometimes the way they come on is misleading.

"Plenty of young fellows who might be dressed either neat or sloppy by our over-30 standards will come on real groovy—if that's the current expression. Probably just putting me on."

So a kid walks in and says: "Lay some Navy on me, Brasso."

"Park it and breeze," is Mo's answer to that one.

Don't let the language fool you, warns Mo. The kids come to him because they want serious answers to serious questions and, after they've tested him, are willing—eager—to talk straight.

"In other words, it's helpful to understand what the kids are saying, and then talk with them using language they understand—up to a point. We can't forget this is serious business."

Serious, indeed.

There have been some popular changes in the speech and dress of many prospects, but recruiting duty is basically the same now as it was 17 years ago when Mo Tanner enlisted in Alexandria, Va.

Today's recruiting organization has more than 900 different stations: Eight area directors of recruiting, 37 main recruiting stations, 19 class A substations, 16 class B substations, six overseas stations and 836 branch recruiting stations. The latter usually have from two to four chief and first class petty officers who constitute the entire force.

Over-all responsibility for recruiting originates in the Bureau of Naval Personnel where a special division takes care of planning and paperwork.

Working down channels, the main stations and class A substations are staffed with Navy men and women in clerical, administrative and other ratings, plus officer personnel. Both main and class A stations have facilities for processing recruits, and also have arrangements with Armed Forces Examining and Entrance Stations (AFEES) for conducting physical and mental examinations of prospective Navymen.

At branch stations in the field, it's the recruiter-canvasser such as Mo Tanner who finds and signs new recruits for the Navy.

THE RECRUITER is the direct—and sometimes only—representative of the sea service in a community. Since most branch stations are located far from a naval activity, he has independent duty.

This means the recruiter must be a career Navyman who is up to date on the modern Navy. He typically is sharp in dress and manner, and can discuss Navy programs intelligently and factually. He usually has a large collection of sea stories and a pot of coffee to share with prospective Navymen and retired or visiting shipmates who drop by for a chat.

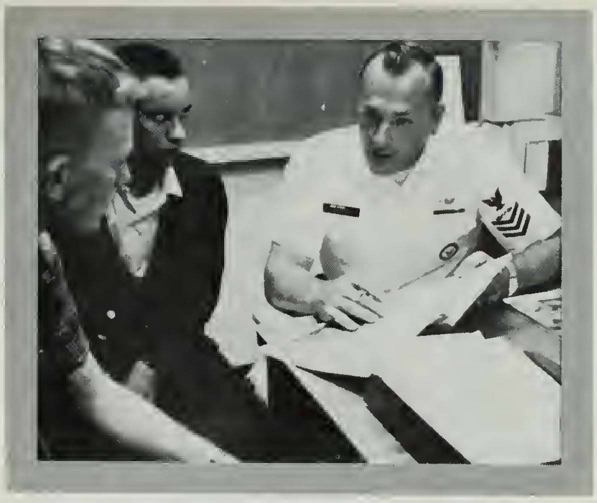
Mo Tanner is a case in point.

For the past two years, Mo has served in his hometown as one of two recruiters assigned to the branch station in downtown Alexandria, a busy community of 125,000 south of Washington, D. C.

Mo and his partner, Chief Signalman Robert A. Peverill, another native of Alexandria (the reasonably attentive reader will have noted that it is possible to ask for and receive recruiting duty in your hometown), are responsible for recruiter-canvasser functions throughout the area west and south of Alexandria to Culpepper, Va., a distance of some 60 miles.

THE ROUTINE is flexible. In one day, for example, Mo might work at his desk for a couple of hours, then drive a recruiting van, later appear on TV or radio, and then return to his office to make sure it's shipshape. After dinner, he might appear at a downtown businessmen's meeting and give a talk on the subject he knows best—the Navy.

Mo's office is in a government building located in the heart of the Alexandria business district. The



Young men listen as recruiter explains opportunities Navy offers them.

Recruiter makes his pitch at branch of Portland, Oregon, Recruiting station.

Mobilized Navy recruiter sets up shop on courthouse square.

building also provides office space for recruiters from the other services: The Navy and Marines share one room; the Army and Air Force have office space down the hall. (As might be expected, there is plenty of good-natured competition for prospects.)

Mo's office is comfortable and probably typical of most recruiting branch stations. One or two loud "Go Navy" posters are in evidence, but in keeping with a modern toned-down approach to recruiting-advertising, color pictures of ships, aircraft and attractive Navy men and women at work dominate the decor and make a subtle but persuasive display.

Each chief has his own desk, typewriter and file cabinet. A table covered with Navy literature stands near a comfortable couch and offers visitors such appealing reading material as a copy of a Mediterranean cruise book published by the carrier USS *Shangri La*.

A plastic-covered calendar on the wall has the names of prospects and the dates they were recruited and gives the chiefs quick grease-pencil reference to the monthly quota status.

Recruiting Centers

Here's a list of cities that have the two larger types of recruiting stations:

Main Stations

- **Boston, Mass.**
- **Albany, N. Y.**
- **Buffalo, N. Y.**
- **New York, N. Y.**
- **Philadelphia, Pa.**
- **Pittsburgh, Pa.**
- **Cleveland, Ohio**
- **Columbus, Ohio**
- **Washington, D. C.**
- **Richmond, Va.**
- **Montgomery, Ala.**
- **Louisville, Ky.**
- **Raleigh, N. C.**
- **Columbia, S. C.**
- **Macon, Ga.**
- **Nashville, Tenn.**
- **Jacksonville, Fla.**
- **Detroit, Mich.**
- **Los Angeles, Calif.**
- **Chicago, Ill.**
- **Milwaukee, Wis.**
- **Indianapolis, Ind.**
- **St. Louis, Mo.**
- **Little Rock, Ark.**
- **New Orleans, La.**
- **Oklahoma City, Okla.**
- **Dallas, Tex.**
- **Houston, Tex.**
- **Albuquerque, N. M.**
- **Minneapolis, Minn.**
- **Des Moines, Iowa**
- **Omaha, Neb.**
- **Kansas City, Mo.**
- **Denver, Colo.**
- **Seattle, Wash.**
- **Portland, Ore.**
- **San Francisco, Calif.**

Class A Substations

- **Portland, Maine**
- **Springfield, Mass.**
- **Syracuse, N. Y.**
- **Ashland, Ky.**
- **Atlanta, Ga.**
- **Memphis, Tenn.**
- **Jackson, Miss.**
- **Miami, Fla.**
- **Harrisburg, Pa.**
- **Wilkes-Barre, Pa.**
- **Cincinnati, Ohio**
- **Fargo, N. D.**
- **San Antonio, Tex.**
- **Phoenix, Ariz.**
- **Boise, Idaho**
- **Fresno, Calif.**
- **Salt Lake City, Utah**
- **Butte, Mont.**
- **Spokane, Wash.**

The travel schedule calls for a tour of the Alexandria-Culpepper circuit twice each week. The chiefs alternately go on the road and stay in Alexandria to mind the office.

On the road, the recruiter drives from one small town to another and sets up shop in a designated building such as a post office or city hall. Or, he may park his mobile office, the recruiting van which contains a desk and other office supplies, off the road in a convenient rural area.

Such visits are announced in advance throughout the communities through local newspapers and radio, and via recruiting posters which show the schedule of visits by the recruiter from the city.

Interested young people usually are waiting, but Mo has found that most new recruits come from Alexandria proper rather than the rural areas.

Like good recruiters elsewhere, Mo occasionally spends evenings at prospects' homes discussing the Navy with interested young men and women and their parents.

Mo and Chief Peverill often are called upon to give talks at high schools and civic organizations, and earlier this year participated in career day meetings at 27 high schools in their district.

An appearance at a civic meeting by the recruiter often impresses a father whose son is near military age. Dad's influence with his son then results in another youngster's visit to the recruiting station.

Mo has found that recruiting duty in his hometown gives him the advantage of knowing his way around from the beginning. He is personally acquainted with Alexandria's mayor, police chief and other community leaders.

Despite his full schedule of direct and indirect recruiting, Mo finds time for PTA, Little League, Cub Scouts and other activities of interest to his wife and four children.

The recruiter-canvasser has many interests, but his job, of course, is to fill the monthly quota; keep prospective Navymen rolling into the office and from there into the Navy.

The quota, which varies by area, often presents a problem. If the recruiter had only to find the right number of men and send them on their way into the Navy, the job would be easy.

However, applicants frequently cannot meet Navy physical requirements or mental or moral standards, and the recruiter must often check out many more prospects than the number needed to fill his quota.

Although Mo typically talks with more prospects than he actually recruits, he must be considered one of the Navy's most successful recruiters. Last year, he was named Recruiter of the Year for the 2nd Recruit-

U. S. NAVAL
RECRUITING
STATION
U.S. MARINE CORPS
U.S. NAVY

U.S. NAVY RECRUITING OFFICE
Careers
UNLIMITED
GO NAVY

Substation in Bronx, N. Y., trailer office in Grand Island, Neb., and window display in Denver, Colo., advertise Navy.

ing District of 24 stations from Washington, D. C., to Louisville. And, after the combined efforts of Mo and Chief Peverill, the Alexandria station last year was awarded two Branch-Station-of-the-Month awards.

Mo believes that the abundance of high-caliber young people in the Alexandria area accounts for much of his success. (An unusually high seven of eight men recruited by Mo actually make it through testing and boot camp and into the Navy.)

Some—but not many—inquire about a Navy enlistment solely to avoid the draft. Here, Mo has found that "Young people are smart."

They know that their chances of getting what they want are better with the Navy than by taking chances with the draft.

"Most kids today want advanced or technical training, and they know they can get it in the Navy."

MO ALSO HAS FOUND that many prospects, at least those who visit his office, are interested in naval aviation. Typically, one young man recently inquired about becoming a pilot, but he did not have certain educational qualifications. Mo sold him on becoming an aircrewman instead.

Those who are qualified for a commission are encouraged to visit the officer programs section at the main station in Washington.

The recruiters also refer likely prospects to Naval Academy information officers who advise candidates on the procedure for applying to senators and representatives for a nomination to the Naval Academy, and to the subsidized NROTC program examinations.

Recruiting duty elsewhere involves essentially the same routine, or nonroutine, that Mo Tanner finds in Alexandria.

There are countless variations which add to the over-all recruiting effort while making both the Navy and the Navyman look good.

Occasionally, emphasis is given to recruiting for some specific undermanned field. For example, under a special program designed to obtain qualified construction workers for the Seabees, BuPers assigned Chief Builder Neal Harris to a six-month tour of recruiting duty at the station in Dallas. Chief Harris briefed the Dallas recruiters on all aspects of the Seabee program, interviewed applicants, and made various recommendations which increased the effectiveness of Seabee recruiting. A publicity campaign he helped organize involved the use of newspaper articles, radio and TV spot announcements, talks with local union officials, and advertising on one of Dallas' tallest skyscrapers, the 36-story LTV Tower.

ELSEWHERE:

- At the branch station in Watertown, S. D., Chief Petty Officer Frank R. Nartowicz added to the multitalent qualifications of recruiters when he unveiled a mural he was commissioned to paint for a popular downtown savings and loan institution. The oil he named "Makoce Mitawa" (My Country) portrays an American Indian on horseback looking over a rolling prairie. The chief spent some 250 off-duty hours working on the painting. Money from its sale was donated to a Christmas fund through which toys and clothing were distributed to needy children.
- In Minneapolis last January, Aviation Machinist's

Chief Casados, Recruiter of the Year for Minneapolis District, receives plaque and certificate from CDR J. F. Gray.

ing Special
Woman Officer

At Seattle Navy Recruiting Station LTJG Mary Lou Williams sells women on careers in the Navy.

Matt Snell, running back for the New York Jets, furnishes autograph for recruiter BMC L. J. Saporito. Snell, a member of the Naval Reserve, recently completed annual training tour with the Navy recruiting station.

Mate 2nd Class Bob Huscher, a recruiter at NAS Twin Cities, told his fellow recruiters "we're definitely going to win this year." Huscher was talking about the National Bobsled Championships at Lake Placid, N. Y. He made good on his word when the following month he joined with Lieutenant Paul Lamey of Washington, D. C., and streaked to first place in the two-man National Bobsled finals. The second place sled finished more than three seconds behind. The captain of the second place finisher was Gary Sheffield of the Air Force who in past years, according to Huscher, "seemed to own the hill." There's more: On 7 Feb 1969, Huscher and LT Lamey raced to a first place finish in the North American Championships, and established a world record.

- In Buffalo, recruiter Hank Reinhardt, Petty Officer 1st Class, was a guide and host when his station held a party for 25 children from a poverty area.
- Nashville recruiters Chief John Purcell and Petty Officer 1st Class Cecil Sherman manned a booth during a two-day Health Career Fair which attracted some 12,000 teenagers and parents.
- In Lancaster, Ohio, Chief Richard A. Kendig helped to establish a new Navy League council.
- To aid his station in Seabee recruiting, Kansas City's Billy Dean Ragar, Shipfitter 1st Class, used matchboxes, toys, dirt, and sand and gravel and built a four-by-eight-foot scale model construction site that added greatly to the recruiting effort.
- In Wausau, Wis., last winter, Navy and Marine recruiters donned foul weather gear and marched to raise funds for charity. Early contributions totaled $1400; more was coming. Navymen who participated in the hike were Chiefs Larry Wilson and Larry White.

Such a list could go on indefinitely.

If recruiting duty sounds good to you, chances of receiving such an assignment are better than ever—provided you're qualified. A recruiter enjoys a three-year tour of shore duty, unless his normal tour of shore duty is longer, in which case he receives the longer tour.

First, you must be in an eligible rating (see box).

Also, you must:

- Be eligible for shore duty.
- Hold valid state and government motor vehicle driver's licenses.
- Have a good record and show evidence of financial stability during your current and previous enlistments. Your complete record—from the time you first enlisted through the present—is checked in BuPers.
- Be above average in individual character traits, sense of humor and forcefulness.
- Have the ability to meet the public and have personal qualifications for independent duty.
- Be persuasive in conveying ideas and information,

NORTHEAST TRANS WORLD PAN AMERICAN
TICKET COUNTE
FLY YOUR OWN JET
NAVY '69

Recruiting display at Dulles International Airport is viewed by some 400,000 persons a month.

both in personal contacts and in writing.

- Have a cooperative attitude, as indicated by helping others.
- Have the ability to converse intelligently on Navy and general subjects.
- Demonstrate your ability to deal successfully with problems involving ideas and people.
- Have no speech defect or marked foreign accent.
- Have a presentable appearance.

If you think you match the above standards, your CO will interview you, and if you receive his favorable endorsement, you apply for recruiting duty when you submit your Seavey rotation data card. (Indicate recruiting duty [code 1-6] as your preference. A tip: Select the broad locality you want, but don't list two or more cities under the same main station because you might be wasting one of your choices. Best bet if you're sold on receiving an assignment to recruiting duty: Indicate "anywhere".)

Recruiting duty takes two forms — (1) recruiter-canvasser and (2) support.

Recruiter-canvassers are chief and petty officers 1st class in most ratings on Seavey except for YN, PN, SK, DK and HM, and most critical ratings. If you're an "outstanding" petty officer 2nd class, and this is for your CO and BuPers to decide, and are otherwise eligible, you also may be considered.

Support personnel include YNs and PNs in pay grades E-4 through E-8; SKs in grades E-5 through E-7; DKs in grades E-5 through E-7; and HMs in grades E-5 through E-9. Support personnel usually are assigned to main stations or class A substations (see box).

If you're selected for recruiter-canvasser duty, you'll be ordered to shore duty which starts with the seven-week Recruiter School at NTC San Diego or NTC Bainbridge.

You draw your ultimate assignment—and chances are it's the name of the recruiting district you asked for in the first place—well ahead of the time you finish school.

Make it into the field and you may well become that most unbelievable character discussed in All Hands a few years ago.

A man of wisdom and ambition, a before-and-after-dinner speaker, a night owl, a day-hawk and an all-night driver, appearing as fresh as a lily the next morning.

Able to entertain without becoming too boring, talk with the fascination of a world-renowned raconteur and listen with the rapture of an entranced child.

Equipped with the curiosity of a cat, the tenacity of a good bulldog, the determination of a well-digger, the diplomacy and truthfulness of any husband, a fatherly father, a devoted son-in-law, a good provider, thrifty spender, generous host and a pool shark.

And you know who he is.

—JOCS Dan Kasperick, USN

Who's Eligible?

Theoretically, all ratings in the Navy are eligible for recruiting duty. However, in practice, men in critical ratings and certain other ratings needed more elsewhere are not normally assigned as recruiters.

Here are the ratings from which volunteers for recruiting duty are desired:

GMG
CS
BM
SM
BT
MM
EM
EN
SF
QM
AD

These ratings have a limited number of recruiter billets. Those with an asterisk have 10 or less:

*AF
AM
*PR
AE
AT
PH
*SP
*OM
*BU
*AQ
AV
AB
AO
*AC
*PT
IC
*DC
*SW
*AG
AK
*LI
FT
*ST
SH
*IM
*ML
*DS
TM
ET
RD
*MT
*TD
BR
MR
*PM

USS Sacramento approaches a customer.

Flash test is run by Boilerman Fireman Michael Jones.

Experts In Oil

EACH DAY on Yankee Station, off the coast of the Republic of Vietnam, dozens of ships of the Seventh Fleet carry out their various missions in support of the allied forces.

Out in the Pacific, or in the South China Sea, or close to the coastline, destroyers, carriers and support ships slice through the seas. They may be cruising, or traveling at top speed on a special assignment. In any event, ships' firerooms are consuming fuel at a rapid rate, and the planes that fly off the carriers are equally dependent on a regular supply of jet fuel and aviation gas.

Meanwhile, aboard the fast combat support ship USS *Sacramento* (AOE 1), four men go quietly about their work. They also play a major active role in each day's action at sea.

These four men work in *Sacramento's* oil laboratory. They ensure that only pure black oil (Navy Special Fuel Oil), JP-5 jet fuel and aviation gas are pumped aboard *Sacramento* for subsequent transfer to other Seventh Fleet ships.

Sacramento is a multiproduct fast combat support ship which carries, among other items, about 7 million gallons of petroleum products. It is currently deployed off the coast of Vietnam.

Heading *Sacramento's* four-man oil lab team is Boilerman 1st Class James A. Sattler. The others are Boilermen 3rd Class Robert Crum and Charles Gary, and Fireman Michael Jones.

VIRTUALLY all major naval vessels have oil labs which act as final links in the Navy's quality control program. The labs aboard *Sacramento* and other Pacific Fleet Service Force ships, however, have an added responsibility. In addition to monitoring the purity of their own oil, the labs must check the quality of cargo oil—the petroleum delivered to other ships at sea.

"Our most common contamination problem comes from seawater," BT1 Sattler said. "Fortunately, it's very easy to remedy because water and oil don't mix. We simply float the oil on top of the water in the contaminated tank by heating it. Then we pump out the water."

Boilerman 1st Class James A. Sattler tests viscosity.

Boilerman 3rd Class Robert Crum prepares contamination test.

How critical are the tests?

Petty Officer Sattler explained, "In the case of black oil, contamination can cut the efficiency and performance of a ship's boiler. When dealing with jet fuel, contamination can be lethal.

"The tests we run on jet fuel are extremely important to a pilot. At 40,000 feet, water in jet fuel quickly turns into small ice pellets that can turn an engine into scrap metal. Many pilots insist on looking at oil lab reports before they fly a mission."

BESIDES checking for contamination, Petty Officer Sattler and his crew run a number of other tests which supply engineering departments with a variety of information. Among these are:

- An API gravity test, for instance, is needed to figure the exact weight of oil—an important item if the ship is to ride in the sea properly.
- A viscosity test determines the oil's resistance to flow—or how fast it will flow through pipes and hoses.
- A flashpoint test reveals the temperature at which oil will ignite—information critical in safe storage.

The oil lab team also keeps tabs on the amount of fuel aboard *Sacramento* at any given time.

The four men run about 50 tests a week on black oil, jet fuel and aviation gas while *Sacramento* is refueling ships on Yankee Station in the Gulf of Tonkin.

Demonstration shows oil and water won't mix.

USS Sacramento's oil laboratory checks quality of fuel delivered to Seventh Fleet ships and planes.

LEADERSHIP

LEADERSHIP

BY THE MASTER CHIEF

Master Chief Petty Officer of the Navy Delbert D. Black, USN, will soon round out his third year as the senior enlisted man in the sea service. From his office on the second deck of the Bureau of Naval Personnel Headquarters building, he has had the opportunity to experience firsthand the point of view of enlisted personnel throughout the Navy.

He has traveled extensively overseas, visited ships and shore stations, and has been the recipient of letters, ideas, suggestions, criticisms and problems. In this report, one of a series, he voices his opinion on one subject prominent in the minds of people in the Navy today—the meaning of leadership. He follows this with a question and answer resume of his three-year tour.

ONE OF A NAVYMAN'S most important responsibilities is to prepare himself to lead others.

Leadership is an attribute that cannot be issued through a supply system or injected by a hypodermic needle. It can only come from an acquired set of values: honor, duty, self-discipline and dedication to service.

We senior petty officers have about 600,000 men junior to us. Many of these men are older, and in some cases will know their job better than we do. They properly deserve our admiration and respect. On the other hand, the majority of our men will be youthful, relatively inexperienced, and away from home for the first time.

They will not only expect, but will need your proper interest and guidance. I assure you they all will look to you daily for effective leadership by precept and example. Leadership is a difficult quality to measure and very difficult to teach well.

The division petty officer has proven to be a most valuable member of the Team. To some chief petty officers this poses a challenge. Be sure never to deny a petty officer his proper leadership function in the division. If you do, you will destroy his effectiveness

PETTY OFFICER OF THE NAVY

in his job and your important relationship with him.

Seek the benefit of your petty officer's experience and counsel on certain matters, and give him the charge to carry out the division objective down to the lower rated level.

It is imperative to have this chain of command, and it is equally important to have a channel of understanding.

Bear in mind, also, that in order for you to be the recipient of the best advice from your petty officers, you will have to earn their respect. On the one hand you have a chain of command and a network of communications. On the other, you have what might be referred to as a channel of understanding. One complements the other; both are vital and necessary. There will always be one problem:

Does the man at the bottom of the chain understand what he is doing and why he is doing it?

I am greatly concerned about the volume of mail I receive concerning weaknesses in our leadership programs. This volume leads me to believe there is a breakdown somewhere within our enlisted ranks.

After studying my correspondence, I come to the conclusion that the majority of the cases could and should have been solved at the command level. It appears that many of the individuals did not even attempt to get help with their problems. This leads me to believe that the man has a lack of understanding of the proper procedures or he possibly lacks confidence in his senior petty officer's leadership.

It is the responsibility of every senior petty officer to help the men under him to solve their problems. We, the senior petty officers, have the ability and know-how to solve the vast majority of our men's problems within our own command's resources, and it is our duty to do so.

We in the Navy look back with pride upon Navy accomplishments and victories brought about by outstanding leadership. We should not, however, overlook shifts in leadership emphasis that are essential in keeping our leadership techniques current and effective.

The outlook of our young sailors of today indicates that the degree of leadership success depends less on the position of the leader than upon his ability to gain the full commitment of his men. I feel this has come about because we now have more intelligent, better educated men. These men are asking more probing questions—they will not follow blindly. Their personal commitments will not be given just because of a leader's position: it has to be generated by him as a competent individual.

In the eyes of those he leads, the leader must be the most qualified person to direct them toward the desired goal. This means that the leader, more than ever before, is going to have to work at getting his men to adopt his goals as their own. This is *not* to imply that the relationship between responsibility and commensurate authority of our leader should be changed. It *does* imply that we must emphasize a more personalized attention to the individual, and actively seek his support in achieving clearly defined goals.

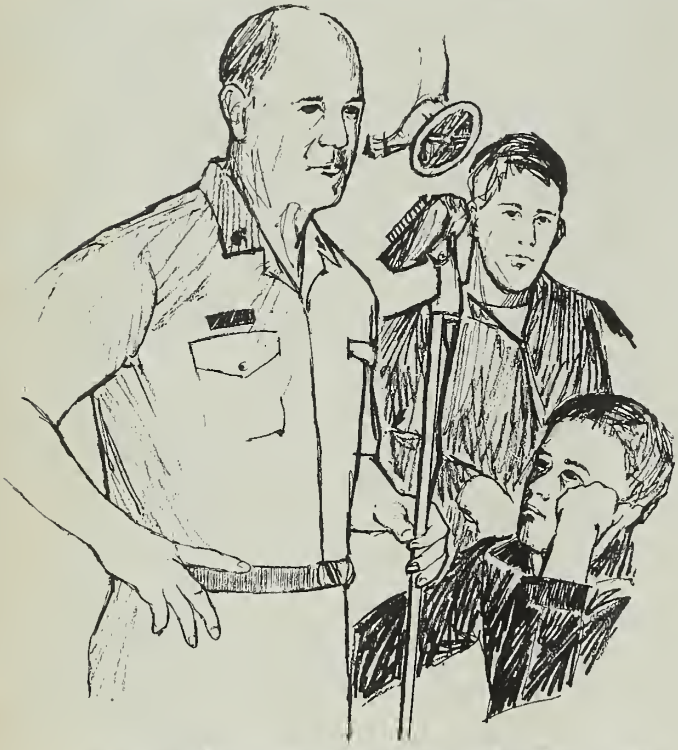
I believe our leadership concept is as valid today as it has always been, and that is the relationship between responsibility, authority and accountability.

The relationship between responsibility, authority and accountability has never been better expressed than by Admiral George Anderson, when he was Chief of Naval Operations. He stated, "We cannot evade any of our own responsibilities; while it is perfectly appropriate to single out a junior as having

been responsible for a success, the responsibility for failure must always be retained by the senior officer."

The Navy wants leaders with the ability to motivate action, work with people, and set an example for all its members. We also need men who know when it is better to listen and not speak. Our leaders must have patience, understanding, imagination, foresight and an appropriate sense of restraint. This may sound like a pretty big order to fill, but the Navy does have men with these qualities. I work with some of them every day.

We must realize that the Navy has leadership problems. There just do not appear to be enough petty officers who lead with their full potential. If this really is the case, then perhaps commands should consider setting some new priorities—with leadership nearer the top so that our senior petty officers may spend more time instilling leadership qualities in their men.



Master Chief Petty Officer of the Navy Delbert Black traveled extensively overseas, visiting ships and stations. Here he addresses petty officers of CRUDESPAC

A petty officer who has developed to a high degree the qualities of responsibility, reliability, self-confidence, self-expression and efficiency is a valuable petty officer. He is valuable to the Navy, to his community, and to himself. With these tools a man is capable of reaching his most ambitious goal. Without them he will just get along.

I FEEL THE NAVY'S MOST VALUABLE asset is a productive individual who makes an all-out effort to support his share of his command's burdens. Our young men recognize a responsible person. Leadership qualities are not inborn, they must be developed. If the new petty officer learns to accept and discharge responsibilities in general, his benefit to the Navy is invaluable. It is the vital job of our senior petty officers to make this happen.

If, however, he isn't willing to put forth the effort a petty officer should, and he fails in his obligations to the Navy and those who depend on him for guidance, then his potential as a petty officer is lost. A good leader provides the opportunity for those under him to better themselves, which in turn makes the Navyman more helpful to more of his shipmates.

The Navy mission requires all of us to live under unusual conditions which at times have a direct influence on our lives and on the lives of those near and dear to us. We must face up to our Navy life as it is and answer the call for individual responsibility and leadership.

Here are Master Chief Petty Officer of the Navy Delbert Black's responses to questions concerning various subjects that have come up during his three-year tour.

Q: The Office of the Master Chief Petty Officer of the Navy was established in January 1967. After nearly three years, do you feel the office is fulfilling the functions envisioned?

A: Yes, very definitely. I feel it should be pointed out that this is not just my opinion. After talking with thousands of enlisted personnel, I can say without reservation that the consensus expressed to me by those individuals is that the cooperation extended me not only by the various branches in the Bureau of Naval Personnel, but also by commands in the field, is outstanding.

We are all striving to find ways to improve Navy policy, plans and programs to the benefit of our personnel.

Q: What subjects make up the largest portion of your correspondence?

A: There are several subjects which make up the bulk of mail. These are, and not necessarily in the order of volume: constructive suggestions; educational programs; assignments; housing; and pay.

I feel that it should be pointed out that many officials were doubtful of the nature of the correspondence I would receive. I can assure you that there are very few letters which could be classified as a general gripe. Most individuals are seeking information not available to them or are constructively pointing out areas which they feel need improvement.

Q: What are some of the main problem areas that you feel contribute to low retention rates?

A: There are several areas which need improvement. We have to divide these into two categories.

(1) The single man is desirous of equal pay for equal work—also better living conditions. This is especially true when stationed ashore. In a barracks environment there is a lack of privacy. Men want to have a room where they can study and relax with a stereo and live in surroundings more like home.

(2) The married man would like better housing, less family separation and better pay.

Q: Do you feel the average Navyman is well informed on the many programs available to him as a career benefit?

A: This is a difficult question to answer since what is true at one ship or station will not necessarily be true at another. I find that where the command has a well run training and education program followed up by a good career counseling program, the men are better informed. We see the results of this in the higher reenlistment rates at these commands.

I should like to point out that not all programs are oriented to the first reenlistment. Some of these for career personnel are not always noticeable without closer examination. To point out a few things that a career man may not consider:

- Advancement—higher multiple because of years of service.
- A chance to change to a more critical rating with Pro-Pay.
- SCORE—with certain guarantees of schooling and advancement.
- ADCOP program to achieve officer status.
- NESEP—a scientific college education, plus a commission.
- The Warrant Officer Program.
- Various monetary benefits: mileage and trailer allowances, etc.
- Retirement benefits.
- Assignment to school as a reenlistment incentive.

Q: How would you compare today's Navyman entering service with, say, those of 10 or 15 years ago?

A: The man entering the Navy today has a higher education, is more inquisitive, and is looking for better and more efficient ways of completing his tasks. He also asks "why" a job must be completed. This, in turn, leads to more creative thinking on the leader's part. We must depart from the old adage "It's always been done that way, so why change now."

Q: What programs do you feel need to be strengthened to improve retention?

A: There are two programs which have been proven to aid retention. These are: leadership and career counseling.

Where there is strong leadership the individual will not hesitate to bring his problems to the leader for assistance. We have bypassed the day of treating a group of men as one. We must see each man as an individual. The leader must be concerned with the welfare of his men.

Commands with an efficient and effective counseling program have consistently demonstrated that their personnel are better informed. Their reenlistment rates are a reflection of the value of the program.

The first of these programs may be strengthened at the individual leader's level—the latter is a program which needs and must have command recognition and enforcement.

Q: From the wife's point of view, what are the major complaints against making the Navy a career?

A: Probably *the* major complaint of a Navy wife is separation from her husband. The Navy way of life necessarily calls for family separation, since we must have men to run the ships. Our efforts to ease the situation during the Career Motivation Workshop resulted in the recommendation to tour all sea duty. I hope to see this concept implemented in the not-too-distant future. The wife also wants to be adequately housed—be it more and better government housing or an adequate allowance where the family can live in the civilian community on the same level with their civilian counterparts.

There are several organizations which are available to assist the Navy wife. These are:

- Family Service Centers
- Navy Wives Club of America
- Navy Wifeline
- Navy Relief Society, the American Red Cross, and many other organizations.

These organizations exist for the benefit of the Navy family—and many times they help make the Navy wife's life a little bit easier and better.

I feel that the Navy wife has a lot to offer the community and I would encourage her to become involved in community affairs.

Q: I have read in news media that there are contemplated changes to the Navy uniforms. Would you discuss some of these proposed changes?

A: There are several changes that have been approved or are under study. Those approved include a new working uniform, a new-design raincoat, shoes of synthetic material and a new dress uniform is under study for first class petty officers. Additionally, a study is being conducted on the desirability of redesigning the chief petty officer's white coat.

The Uniform Board is continuously studying new materials and designs of uniforms to further improve the Navy man's uniform.

Q: What is your evaluation of the Senior Enlisted Advisor Program? Do you feel this program interferes in any way with the established tradition of enlisted personnel making requests through the chain of command?

A: No. The Senior Enlisted Advisor concept was not established to bypass the chain of command and does not become involved with problems of this nature, other than to offer guidance.

We now have in excess of one hundred SEAs and they are doing an outstanding job, not only within the command itself, but also in community relations. The SEAs have spoken to various community organizations.

I feel the Senior Enlisted Advisor is not only desirable but also very necessary. Every enlisted man should have someone who is in a position to listen to his recommendations for improvement within the command.

The SEAs also provide a link of communications from my office to solicit views on various proposals.

My observations of those commands who have SEAs indicate that the enlisted personnel are better informed and the morale is higher because they have someone who can speak for them through experience.

I expect to see a substantial increase in the number of SEAs in the future, as other commands see that they are proving their value in establishing a smooth, functioning team.

Q: I understand you have received a number of complaints from enlisted personnel attached to many of our small units, wherein they feel that many of the improvements you have worked for have somehow passed them by and their environment has caused some to leave the Navy with a bitter taste in their mouths. Have you any comments or a solution to these individuals' problems?

A: It is apparent some commands are not being kept informed of current notices and instructions. Not that they aren't receiving them, they just aren't using them to good advantage. The problem could lie in the fact that many of these small units many times have inexperienced administrative personnel. The resultant errors have proved costly to both the Navy and personnel involved.

Again, I must refer back to the adage that a "well-informed ship is a happy ship." Good, enlightened leadership and an effective career counseling program will certainly help solve some of these problems.

A SEA would certainly help, even on a collateral duty basis.

Q: You mentioned earlier that questions concerning assignments were one of the subjects which made up a larger portion of your correspondence. Do you have any direct influence or any jurisdiction in matters of personnel reassignment?

A: I am *NOT* in the assignment business; however, I work closely with the detailers. They are doing an outstanding job.

One of the main problems in detailing is a lack of information submitted by the man. The detailers strive to assign everyone within their duty choices, but good personnel management dictates that the individual be placed where he can be best utilized.

If a problem develops after a man has been assigned, then I am able to bring the matter to the attention of the rating control branch. The detailers, in turn, try to find a solution to the man's problem.

Q: Housing, you brought out earlier, was of prime importance to the Navy family. Are there any major reasons why public quarters cannot be furnished to all eligible enlisted personnel?

A: Due to the limit on funds made available by Congress, we will probably never be in a position to provide quarters for all those who are eligible. We do have some in-lease housing, but there is a limit established by the Department of Defense on the number the Navy can lease. Most of our bases are located in or near large industrial cities, therefore, the cost of housing and living is very high. One solution which would help Navy families on the housing situation would be a cost of living allowance.

Q: On this same line, is it feasible to house the lower pay grades and dependents of noncareer personnel? Many views have been expressed that these individuals are the most needy.

A: No. In all fairness WE MUST PROVIDE FOR OUR CAREER PERSONNEL FIRST. Until we can do that, there appears to be no possibility of providing quarters for the noncareer personnel.

Q: I understand you did discuss some of our enlisted problems with Secretary of Defense Laird recently. Are you at liberty to discuss those areas you touched upon?

A: Yes, I had the privilege of meeting with Secretary Laird and Secretary Kelly last May. We discussed many problem areas such as: housing, BEQs, sea pay, CIVSUB program, Project Transition and many other areas that have a bearing on retention.

I might add that I also discussed these items with Secretary of the Navy Chafee, the Chief of Naval Operations, and the Chief of Naval Personnel. Everyone in a position of authority is well aware of our problems and is seeking a solution or an improvement in those areas.

Q: What is your opinion of what is needed in the way of change to our Navy pay? Do you feel that pay is equitable to all as it now stands?

A: I feel that a change in the pay system is needed. Again, we get back to equal pay for equal work. There is a need for a raise in sea pay. The proposed change of sea pay of $15.00 to $105.00 a month based on years at sea seems more realistic than the present.

I also feel a raise in FSA is reasonable and that FSA should be paid regardless of where the individual's family resides. Our pay system at present is so complicated the average Navyman doesn't really understand what he is entitled to receive, since basic pay makes up only a part of the total. Unfortunately, total pay is what civilian enterprises base your purchasing power on.

Q: You stated that more positive leadership and a more personalized approach to our Navymen's problems were essential to improved career retention. What did you mean by this?

A: I feel very strongly that we need to improve our leadership abilities to keep pace with the high level of technical skill. The rapidity of advancement has caused a need for establishment of more leadership classes at the command level. These classes should emphasize that more responsibility must be accepted with advancement.

My feelings are that we must have a chain of command from top to bottom, but even more important, we must have a channel of communication and understanding.

Q: Over all, do you see where retention programs and career motivation conferences are going to improve the lot of enlisted personnel of the Navy and, if so, in what way?

A: In the past two and one-half years, I have attended many conferences and studies. Many changes came about through recommendations from these studies. For example: Over 100 items of the Alford Retention Task Force studies have been placed in effect. The Senior/Master Chief Review Board has already seen many of its recommendations accepted.

There is a need for continuing these conferences and I would hope to see more senior petty officers in attendance.

Q: Recently, there have been a number of directives concerning quality control in preferential retention of enlisted personnel. What do you think made this action necessary?

A: With the ever-increasing skills needed to operate and maintain the technical equipment we have today, we must have high-caliber personnel. Therefore, we cannot afford to retain those individuals who do not try to improve themselves through the many educational programs available.

We would like to see everyone establish a goal—I mean a realistic goal—and strive to reach it. If we set a goal and challenge the individual, he will make an effort to improve and try to meet that challenge.

Q: You travel a great deal in your role as Master Chief Petty Officer of the Navy. Do you feel this is essential in carrying out your duties and, if so, why?

A: In the first two years I traveled a great deal more than I have this year. When the office was first established there was a need to get out and meet and talk with people—to let them know what my office represented and how it functioned. This year I have spent more time in conferences and board meetings. This is where I can express the desires and wishes of the enlisted personnel.

Every command I have visited has given me full cooperation and was most eager to find out where improvements could be made. There is nothing more gratifying than to receive a letter from a commanding officer pointing out what has been accomplished by my visit. The enlisted personnel can take credit for these improvements because they furnished me the information. That is the reason that I feel every ship and station needs a SEA. The SEA can keep the commanding officer informed of the areas where improvements are needed, and on a continuing basis.

Q: You feel, then, that there is a definite need for communications with our enlisted personnel. How do you feel this ties in with keeping personnel informed and the personalized approach to our Navymen's problems?

A: The lack of communications seems to be one of our major problems. I personally feel that the answer to this problem must start with the commanding officer and work down to the lowest nonrated man.

The chief petty officer can, and should, take the responsibility of keeping every man under his leadership informed. If one of his men has a problem, he has a problem. There should be no excuses. There is a solution to every problem, and it should be pursued until his man is satisfied that every means has been exhausted in the effort to find a solution.

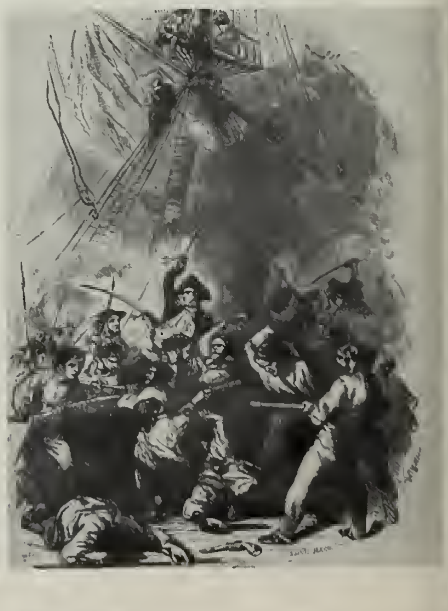
Black

The following report, prepared by the office of the Navy's Chief of Information, is a historical account of the role of the black American in the U. S. Navy. It pays tribute to his service to the United States of America both in war and peace, and his contribution in every conflict in which this country has been engaged in the Atlantic, Pacific, and Gulf of Mexico.

THE 36,000 BLACK AMERICANS now serving with their shipmates in the U. S. Navy work with highly technical equipment on board air-conditioned ships. Their way, however, was paved by a long tradition, dating back to the first days of the Revolutionary War, of black sailors whose history forms one of the most exciting, but forgotten, chapters in naval history.

In the Navy's first sea fights, those of the Revolutionary War, 1500 blacks served their country—loading guns, working sails, manning boats and piloting coastal vessels. If a sailor was a slave, he was emancipated

FIFTEEN HUNDRED Negroes served in the U. S. Navy during the Revolutionary War.



NROTC candidate at commencement exercises at Prairie View College in Texas.

American in the Navy

after three years of military service.

During the war of 1812, the Navy's first test in defending the newly formed United States, one of every six sailors was black.

Black Americans served proudly with Commodore Oliver Hazard Perry when he won a key battle against the British on Lake Erie. After the battle, Perry said of John Johnson, one of 15 black sailors on board, "His name ought to be registered in the book of fame and remembered with reverence as long as bravery is a virtue."

During the battle, Johnson was struck in the hip by a 24-pound cannonball and was nearly cut in half. As he lay dying on the deck, Johnson said over and over, "Fire away my boys, no haul the color (the American flag) down."

During the Mexican-American War (1846-1848) some 1000 black Americans served in America's young Navy in the Atlantic, Pacific and Gulf of Mexico.

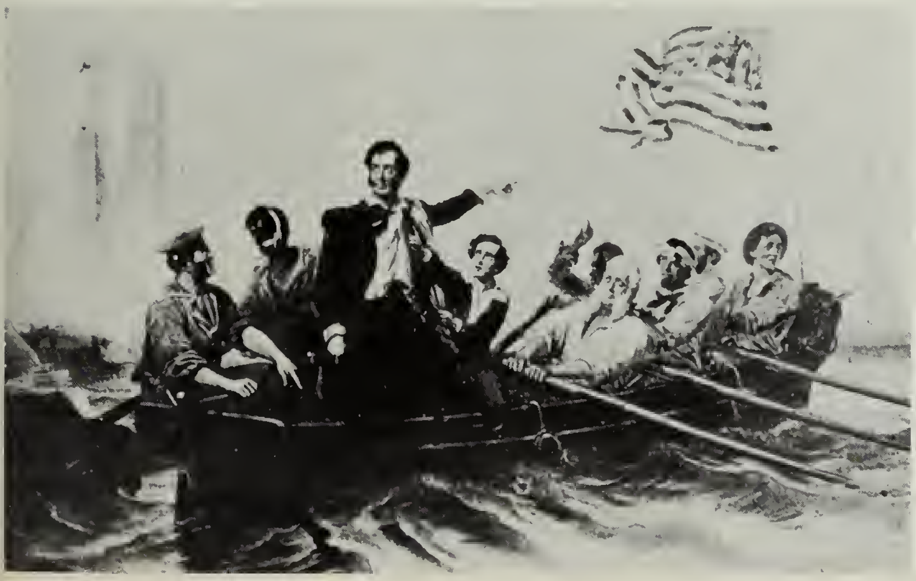
Thirty thousand blacks fought in the Union Navy during the Civil War, and many others on Confederate ships. Some were slaves, and some were freedmen. In the Union Navy one sailor in four was black.

Many slaves attempted to flee the South during the early days of the war. While thousands succeeded, few escapes were more daring than that of Robert Smalls, a coastal pilot on the new Confederate steamer CSS *Planter*.

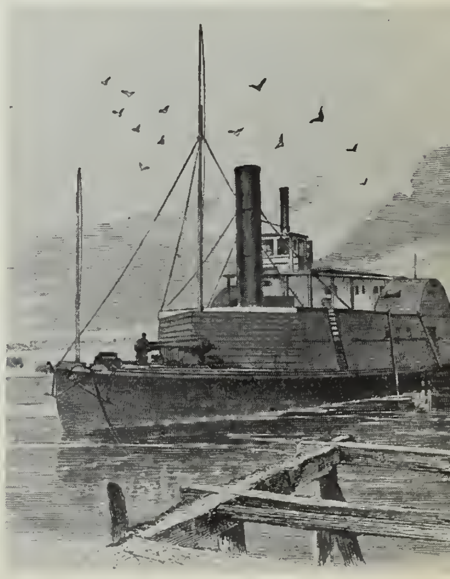
At 0400 on 13 May 1862, when the ship's officers were ashore, Smalls and an escape party of 15 slaves got *Planter* underway. The 313-ton ship pulled slowly from the wharf near the Confederate headquarters in Charleston Harbor. With the Confederate flag flying the ship was steered toward the open sea.

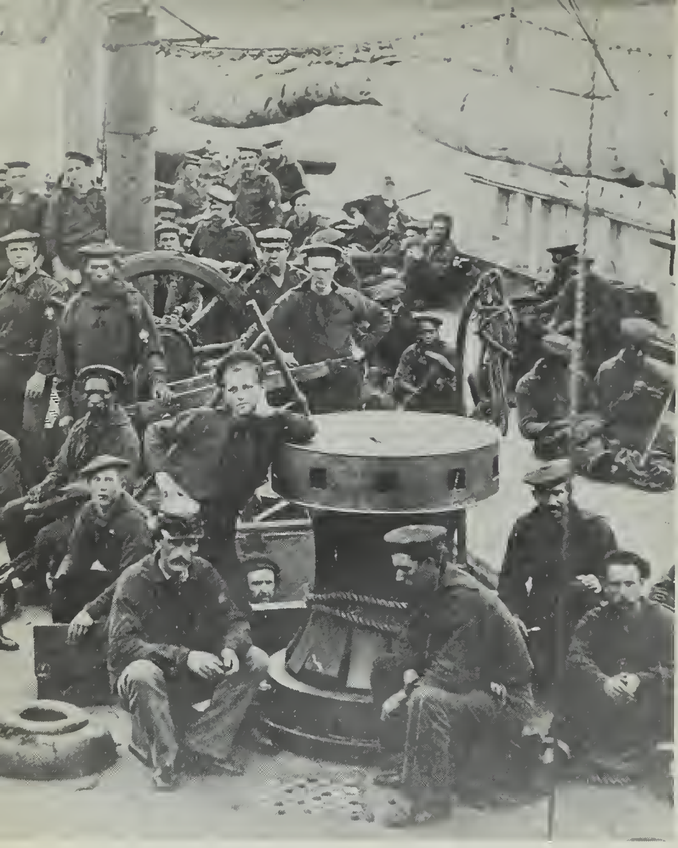
Getting out of the harbor was no easy job because several Confederate forts guarded the harbor entrance. As he passed each outpost, Smalls gave the correct sign with the ship's whistle. Everything was made to

BLACK sailors served with Captain O. Perry in the "battles of the lakes" in the War of 1812.



ESCAPE of this gunboat to join Union forces was engineered by Robert Smalls.





appear as though *Planter* was on a routine mission.

Finally, the ship came abreast of the huge guns of Fort Sumter, and since everything appeared normal she was allowed to pass. As soon as he was out of range of the fort's cannon, Smalls hoisted a white flag and sailed the ship into the hands of the Union fleet blockading the harbor.

FOR THEIR BRAVE ACTS, Smalls and his crew were awarded half the cash value of the ship and its cargo by President Abraham Lincoln. In addition, Smalls was named captain of the vessel and served as commanding officer until *Planter* was decommissioned in 1866.

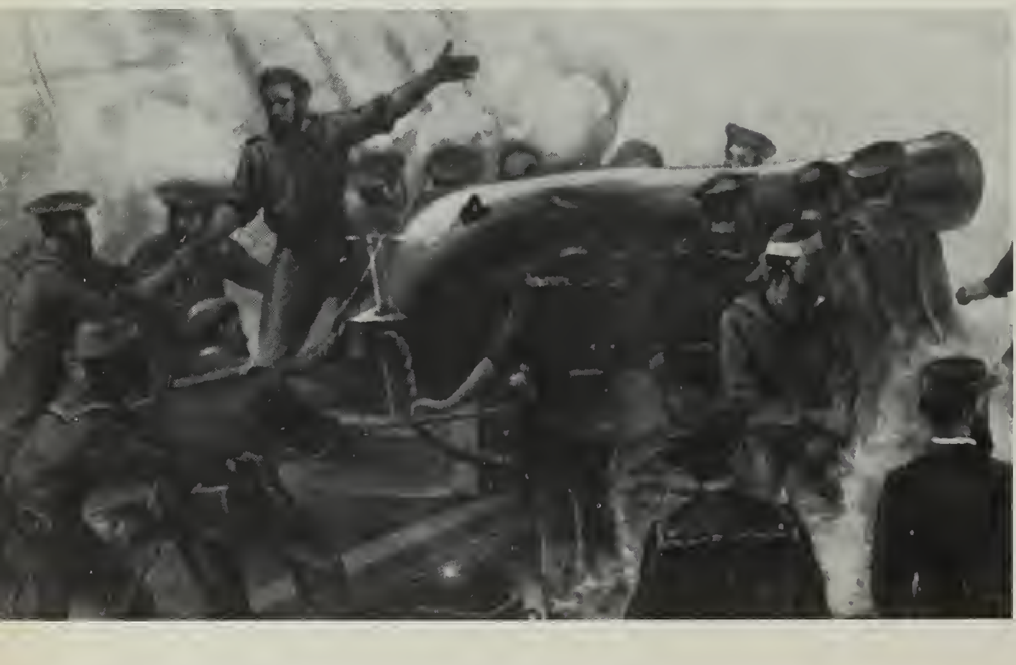
Robert Smalls, a native of South Carolina, was later elected to both the South Carolina and the U. S. House of Representatives.

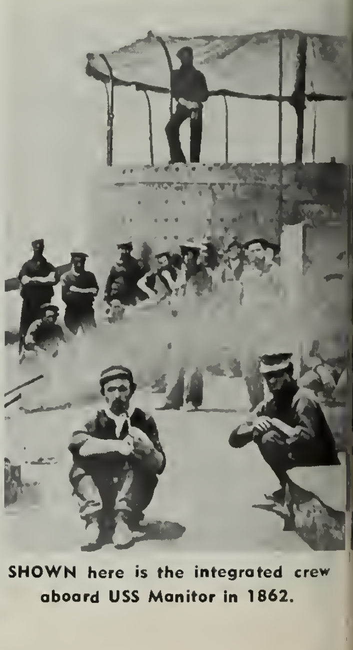
During the War Between the States, five blacks were awarded the Medal of Honor. The first so honored was Robert Blake, an escaped slave. Blake's ship, USS *Marblehead,* was lying at anchor in the Stone River of Legareville, N. C.

In the early morning hours of Christmas Day, 1863, the Confederates attacked the ship. Blake, a steward, could have hidden below decks; instead, he substituted for an injured powderboy, continually serving the rifle gun during the 14-hour battle. He was prais-

BLACK sailors served in Navy's ironclad monitors (right). Above: Crew of Miami in 1860s.

CREW of Kearsarge is victorious over Alabama in Civil War sea battle.





SHOWN here is the integrated crew aboard USS Manitor in 1862.

ed for his "cool and brave" conduct by his commanding officer.

THREE BLACK AMERICANS were cited for outstanding bravery during a key naval battle at Mobile Bay, Ala., less than one year later. John Lawson of Pennsylvania was a crewmember on Rear Admiral David Farragut's flagship, USS *Hartford.* Lawson's battle station was below decks where he supplied powder to the gun crews above him. A shell struck his position and Lawson was smashed against the side of the ship. Although badly wounded in the leg, Lawson kept the powder line operating.

In the same battle, on board USS *Brooklyn,* two other sailors distinguished themselves in combat and were also awarded the Medal of Honor.

William Brown of Maryland and James Mifflin of Virginia, serving the powder line of their ship, took two direct hits during the four-hour battle, but stood their ground and kept the guns supplied with powder. Fast, accurate Union gunfire, made possible in part by these men, helped the Union Navy defeat the Confederates at Mobile Bay.

The fifth Medal of Honor of the War Between the States was earned by Joachim Pease of New York, a gun loader on USS *Kearsarge. Kearsarge* had chased the powerful Confederate raider CSS *Alabama* into the French harbor of Cherbourg. When *Alabama* tried to make a run for the open sea, *Kearsarge* challenged her and a bitter 60-minute battle followed.

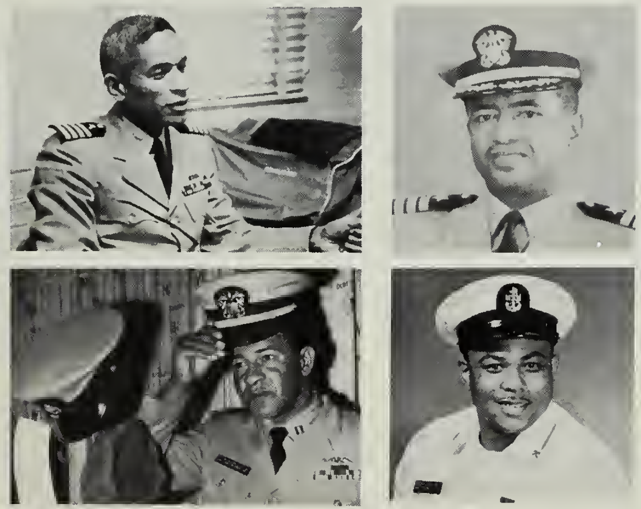
Alabama was sunk in 40 fathoms of water and, according to her commanding officer, Pease "fully sustained his reputation as one of the best on ship."

IN THE 40 years of peace that followed the War Between the States, black Americans continued to serve in the U. S. Navy. Some distinguished themselves as heroes, but most just did their jobs, and did them well.

Joseph B. Noil, a native of Nova Scotia, was one of the heroes. He was a crewmember on USS *Powhatan* when that ship was anchored off the coast of Virginia on 26 Dec 1872. At about 2300, Noil heard a shipmate fall overboard. Without hesitation he jumped into the 25-degree water and pulled Boatswain's Mate J. C. Walton back on board. Walton was exhausted, but safe. For this heroic act, Noil became the sixth black sailor to win the Medal of Honor.

When the Spanish-American War broke out in 1898, the Navy continued its policy of enlisting black Americans into the ranks on a fully integrated basis. Black enlisted men and petty officers served in the engineering departments and at the guns of ships that brought defeat to the Spanish in the Philippines.

MEMBER of the ordnance team aboard USS Constellation.



TOP LEFT, CAPT T. D. Parham, Jr., CHC, USN; Bottom left, LT. W. W. McDaniel came up through the ranks; Top right, CDR G. E. Thomas; Bottom right, CPO Andy Anderson, named recruiter of the year.

Turret captain directs his guncrew.

Black American in the Navy

IT WAS THE SPANISH-AMERICAN WAR that established the United States as a power on the seas. Two black American sailors were cited for extraordinary courage during this war and won Medals of Honor.

On 11 Feb 1898, just a few days after war was declared, Daniel Atkins, a ship's cook, was on board USS *Cushing* en route to Cuba. Huge waves swept the deck. A lifeline broke, and a young officer was swept overboard.

After a rescue attempt by boat failed, one crewmember tried to swim to him, but was exhausted by the time he reached the officer's lifeless body.

Atkins then tied a line around his waist and plunged into the water. He swam to the two men and tied ropes around both. One at a time, all three were pulled back aboard by their shipmates, but the officer was dead. Atkins was praised for his gallant conduct and later was awarded the Medal of Honor.

Robert Penn was on duty near the boiler room of USS *Iowa* a few months later. Suddenly the ship was ripped by an explosion. Penn, a fireman 2nd class, rushed to the scene and found boiling water pouring from a ruptured boiler. The hot coals had to be removed from the steam boiler to prevent another possible explosion.

Penn placed a board across two buckets in order to keep his feet out of the scalding water covering the floor. Then he carefully began the process of transferring the fire to a safe place. For this act, performed at the risk of serious injury, Penn also earned the Medal of Honor.

During World War I the Navy first began showing partiality in its treatment and use of black personnel. Some 10,000 black Americans volunteered for the naval service during that time, but for the most part, they were assigned noncombatant roles. Fully integrated living quarters were maintained aboard Navy ships until 1920, at which time segregation became apparent. In addition, black Americans were only allowed to enlist as stewards or to fill jobs on supply-type vessels.

Such conditions did not prevent individuals from serving valiantly during World War II.

DORIE MILLER was a steward aboard the battleship USS *West Virginia* which was docked at Pearl Harbor on 7 Dec 1941.

SIGNALMEN hoisting flags.

ABC Bernard Spriggs is awarded the Navy Commendation Medal for heroic action in Vietnam.

CAMOUFLAGED SEAL team member in a Vietnam jungle.

During the attack by Japanese aircraft, Miller helped his wounded captain to cover. He then manned a machine gun, which he had never been trained to operate, and destroyed at least two attacking airplanes. He was later awarded the Navy Cross by Fleet Admiral Chester W. Nimitz.

In 1943, Miller was one of the many men killed when the aircraft carrier USS *Liscombe Bay* was torpedoed and sunk by a Japanese submarine.

Leonard Roy Harmon was also a steward during World War II. During the battle for the Solomon Islands in the western Pacific, Harmon rendered valuable assistance in evacuating the wounded on board USS *San Francisco* (CA 38) and caring for them at a dressing station. He was killed by enemy gunfire while trying to protect a shipmate. A destroyer escort ship USS *Harmon* (DE 678), named in his honor, was launched in 1943.

Beginning in 1942, the Navy demonstrated an enlightened view toward desegregation and equal opportunity for all of its personnel. Over 30 directives were issued between 1942 and 1947 in order to make equal opportunity a reality in the Fleet.

One of the first steps taken was to tackle the long neglected area of procuring officers from the black community. In 1943, the Navy announced its intention of training those who met officer candidate school qualifications. Between 1943-54, a total of 60 black officers were sworn into the Navy from this program.

TOP LEFT, Aviation Electrician's Mate 1st Class Morris Hardin; Top right, Gunner's Mate McGowan takes a rest in PBR guntub; Bottom left, LTJG L. Clark checks on his aircraft; Bottom right, craftmaster takes his boat out of Da Nang lighterage area.

WATCH officers stand duty aboard Navy ship.

In 1949, Wesley Brown became the first black man to graduate from the U. S. Naval Academy at Annapolis, Md. Several other black Americans had been appointed to the Academy before Brown, the first in 1872, but none had ever completed the required course of study.

By the time of the Korean conflict, the black officer and enlisted man were once again an integral part of the Navy's operating forces.

Among the officers who served with distinction in the Korean conflict was Ensign Jesse L. Brown. ENS Brown was the first black American to win the wings of a naval aviator. For a daring series of attacks on enemy ground troops and supply lines, costing him his life on 5 Dec 1950, Brown was posthumously awarded the Distinguished Flying Cross and the Air Medal.

In a further effort to recruit black officers, the Navy established a Reserve Officer Training Corps unit at a predominantly black college, Prairie View A & M, in Texas, in April 1968. The first class of officer candidates will be graduated in May 1970.

Today the black American is an active participant in all aspects of Navy life. The black officer is found in any type of duty and in any rank from warrant officer to captain. The more than 36,000 black enlisted men are divided among all pay grades, all ratings and jobs.

Sea power is the mission of the Navy. This mission is fulfilled with the help of black Navy men and women, proud of their heritage.

bulletin board

Roundup on

ALL WORK and no play—well, you know what that does to people. Everybody needs a vacation once in a while.

The Navy realizes that nobody can keep up rigorous schedules of deployment—or even dull days of office work—without a break. A Navyman who didn't get some time off occasionally would become so tired and stale that he couldn't be of much use to himself, much less to the service.

That's why a month out of every Navyman's year is reserved for leave.

Every member of the Navy on active duty earns leave at the rate of two and a half days a month—except for active-duty periods shorter than 30 days, or "bad time" (UA, confinement, or sickness due to a man's own misconduct).

When he takes his leave depends on the needs of the service. Leave is not normally granted when a man's absence would be detrimental to the operations of his unit—for instance, when his ship is deployed or undergoing essential training. And even when the ship is in port, a certain percentage of the crew must stay on board to keep her a going concern. But in nearly all cases, there will be plenty of free time to choose from.

And in a real emergency, a man may receive leave at times when he wouldn't be able to otherwise.

In its efforts to allow all Navymen their fair share of leave while assuring that all operational commitments are met, the Navy has put together detailed regulations on leave. This article outlines the major provisions of these rules.

It can't include all the regs. They take up an entire chapter and assorted articles in the *BuPers Manual,* not to mention a stack of notices and instructions. If you need more details, check with your friendly personnelman.

Leave is authorized absence from duty that is chargeable to your account of 30 days a year. The first point to remember is that it isn't the same as liberty.

Liberty is the evening, overnight, weekend or holiday time off which is granted to men who are not in the duty section or otherwise restricted to the ship or station. Except in a few extra-special cases, it's never any longer than 72 hours at a time.

Liberty is not charged to your regular 30 days of leave credit for a year. But it's not a substitute for leave.

For one thing, liberty may not be used to stretch leave time. If you have liberty from Friday afternoon to Monday morning and want to take leave beginning Monday, you might be inclined to take off Friday evening and not come back until your leave expires. But you must check in Monday morning and pick up your leave papers before you begin your leave.

The same rule applies to the end of leave. If your leaves expires Friday evening and your section will have liberty Friday night, you must still check in on Friday, even though you might go on liberty immediately afterward.

Leave time falls into several categories, depending on how much you've earned, how much time you have left in service, and the circumstances of the leave. Here are their definitions:

Earned Leave—the amount of leave you have earned and not used as of a certain date. For instance, if you've been in the Navy a year and have taken 14

Leave: Read All About It

days' leave, you now have 16 days of earned leave "on the books."

Advance Leave—the amount of leave you can be expected to earn during the rest of your active duty. If you have six months left to serve on your enlistment, your advance leave amounts to 15 days. Within certain limits, you may be granted advance leave.

Excess Leave —leave time granted that goes beyond your earned leave and advance leave. Except for emergency leave, no one is allowed to take excess leave.

For example, suppose you have eight months of active service remaining, and have five days of earned leave on the books. Your advance leave total is 20 days (eight months at two and one-half days a month). Except in an emergency, you will not be granted more than 25 days' leave-unless you reenlist or extend to acquire more obligated active service.

In two special cases, Regular Navy officers may take what is called "excess leave" for the purpose of going to school. They may be granted extended leaves of absence for studies leading to degrees in law or as medical doctors—without pay and at their own expense.

Sick Leave—authorized absence while you are under medical care. This is not charged to your 30 days of annual leave. There is no limit to the amount of sick leave you may be granted by medical authorities; however, if you were expected to be hospitalized for a very long time you would probably be given a medical discharge.

Special Leave—leave time (other than sick leave) that is not charged to your 30-day annual allowance. At present, the only common situation in which special leave is granted is extension of a 12-month Vietnam tour for six months or more, in which case you receive 30 days' free leave.

There are several cases in which leave is normally granted before it is earned. However, all except special leave are chargeable to your regular annual account. Taking advance leave gives you a minus leave balance, or puts your account "in the hole" temporarily.

Recruit leave, normally 14 days, is given to men who want it after completing boot camp. When Christmas falls during a man's recruit training, he may be able to take his boot leave during the holidays rather than after graduation, if he has finished four weeks or more of the training.

On reenlistment, a Navyman is authorized to take up to 30 days' advance leave plus any earned leave he has—to a maximum of 90 days.

On transfer, a man may be authorized up to 30 days' leave, plus travel and proceed time. However, the amount he may take depends on how such leave is authorized in his orders, whether he has a deadline to report to his new duty station, and how much advance leave he has used.

And, of course, you may take your regular annual leave any time, as long as your CO decides that you can be spared without affecting the mission of the unit. Regular leave may be as long as 60 days—if you don't take more than 30 days' advance leave.

You may never have a minus leave balance of more than 30 days, except in the case of emergency leave, in which the limit is 45 days.

Speaking of emergency leave—

It's probably the least understood kind of leave, Some people seem to think that when they have a problem, the next thing to do after seeing the chaplain is to put in a chit for emergency leave.

Let's set the record straight.

Emergency leave may be granted to a man if the military situation permits his absence, and if one of the following conditions exists:

- There has been a death in the man's immediate family (parent, person standing in loco parentis, spouse, child, brother, sister, or only surviving relative).
- His return home will contribute to the welfare of a dying member of his immediate family.

U.S.S. JOSEPH K. TAUSSIG D

- His failure to come home would create a severe and unusual hardship on himself or his family.

Emergency leave is granted only for extremely serious problems in which the Navyman is the only person who can help, and in which his presence at home is absolutely necessary right away.

And the situation must be unusual. That is, it must be a problem that isn't common in the Navy. Family separation, for instance, is a fact that the great majority of Navymen must live with; in itself, it isn't sufficient justification for emergency leave.

The situation must be verified before the man can be granted emergency leave. Usually this is done by a message from the American Red Cross to the man's commanding officer. Families should be told to notify their local Red Cross chapter if an emergency arises.

Emergency leave may be given for a period consisting of your earned leave plus up to 45 days of advance and excess leave. No more than 15 days of excess leave may be taken, and the total leave time must not be more than 90 days.

For instance, if you had 10 days of leave on the books, you could get as much as 55 days of emergency leave—if it wouldn't mean taking more than 15 days of excess leave. (Your pay will be docked for any excess leave you take.)

If the situation at home would require you to stay home longer than your emergency leave allows, you should consider requesting a humanitarian TAD transfer. This is a temporary assignment ashore, usually for no longer than four months, which is granted when a man's presence is necessary to alleviate a severe and unusual hardship at home.

Or if it doesn't appear that the problem would be solved in four months, there are provisions for "for duty" assignments ashore, transfers between shore stations, shore tour extensions, inter-fleet transfers—and, as a last resort, hardship discharges. Your division officer or personnel officer can advise you on your alternatives.

But don't forget: the requirements for all these possibilities are the same as for emergency leave. The situation must be real, unusual, and very, very serious.

Men on emergency leave who must travel from overseas to the continental U. S. or from CONUS to Alaska, Hawaii, or U. S. possessions, will receive reserved seats on government transportation at government expense to and from the port of embarkation in CONUS. No commercial transportation is provided, inside or outside the States. However, if you don't mind waiting around a base for a while, you may get "hops" on government aircraft or other transportation —if you can find a seat available and if no charge is made for the trip.

For all types of leave, here's how to figure out how many days your account will be charged:

The day of departure on leave, no matter what the hour, counts as a day of duty, not a day of leave. Some people like to check out one minute after midnight, to gain a day of leave that isn't charged to their accounts. Others would rather get some sleep, check out around 0800, and begin their leave refreshed.

The day you return from leave counts as a day of duty if you return at or before 0900, but as a day of leave if you return after that time.

So if you went on leave at 0800 1 November and returned at 0800 10 November, your account would be charged for eight days of leave—2 November through 9 November inclusive. However, if you returned at 1000 10 November, your account would be charged for nine days—2 through 10 November.

If you are hospitalized during your leave, the period of hospitalization is not charged to your leave time.

How much leave time can you accumulate on the books?

You can have no more than 60 days on the books at the beginning of each fiscal year (1 July), on your first extension of enlistment, or on discharge or separation. Between the beginnings of fiscal years, you may carry more than 60 days on your account; but you'd better use the extra days before 1 July, or you'll lose them.

If you have a balance of more than 60 days at the beginning of the fiscal year, on first extension, or on discharge or separation, the extra days will simply be wiped off the books. You may neither take them nor get paid for them.

The reason for this rule is to encourage Navymen to take leave as it accumulates, rather than saving it up to make a big killing when they get out—and killing themselves from overwork in the process.

There's an exception to this rule for men in hostile fire areas, where there often isn't much opportunity for leave. They may accumulate as much as 90 days of leave. However, the extra days over 60 must be used during the fiscal year after the fiscal year in which their service in a hostile-fire zone ended. For instance, if you left Vietnam this September (during fiscal year 1970), you must get your leave balance down to 60 days by the end of fiscal 1971 (30 Jun 1971), or the extra leave time will then be stricken from the books.

When you reenlist, you usually have two choices on what to do with your accumulated leave time (up to 60 days, of course). You may carry it over into your new enlistment, or you may take a lump-sum cash payment. More on this later.

And it may be well to note that, among many other penalties he suffers, a man discharged under "other than honorable" conditions loses all his earned leave. He cannot take leave just before separation if it is known that his separation will be other than honorable, and he will not be paid for unused leave when he is released.

When you go on leave, you must have enough money to make the round trip from your duty station to your leave address and back. Running out of cash is no excuse for returning late from leave.

If you're absent without leave or absent over leave, and your CO decides that the AWOL or AOL was avoidable, you're in trouble.

However, if he decides that the extra absence was unavoidable—that you were delayed by circumstances beyond your control—the time will simply be charged to your regular 30 days' annual leave. In fact, in a few cases an excused AWOL or AOL will not even be charged to your leave account—for instance, if you were being detained by civil authorities, or if your unit had to deploy unexpectedly and you couldn't get back in time to join it.

There are some special rules for enlisted men of Philippine extraction who take leave in their native country; other Navymen who travel in foreign countries on leave; Navy Nurse Corps candidates, who may receive more than 30 days' vacation a year from the nursing schools at which they are studying; Christmas holidays for men at service schools; and holidays for midshipmen. They are outlined in the *BuPers Manual.*

You receive full regular pay and allowances on leave or liberty—except on excess leave. (Naturally, men on unexcused absences aren't paid for their UA time either.)

If you have a minus leave balance at the end of your enlistment—either because you took excess leave or because your enlistment ended earlier than you originally planned—here's what happens:

If you are discharged early to accept a commission or warrant, or if you reenlist *more than three months* before the normal expiration of your enlistment, your minus balance will be carried over to your new service record.

But if you go out of the service with a minus balance, or if you reenlist *within three months* before your hitch expires, your pay will be docked for the amount of leave you "owe." In the case of a re-up, you'll begin your new enlistment with a zero leave balance.

What about a plus balance?

In that case, if you are discharged early to accept a commission or warrant, or if you reenlist more than three months early, your leave balance will be carried over to your new service record.

If you reenlist during the three months before your active duty expires, you have a choice. You may carry over your unused leave to your new enlistment, or you may be paid for it as described below. (No combinations are allowed. For instance, you can't carry over half of your leave balance and get paid for the other half.)

And if you're leaving the service, you will be paid for unused leave as follows:

For every day of leave on the books, you receive a day's basic pay, plus a 75-cent allowance for subsistence and (if you have dependents) $1.20 for quarters. For example, a PO2 with more than four years' service, with dependents, who had 15 days of leave on the books would receive a total of $200.85 for his unused leave.

Officers receive payment of their regular pay and allowances for unused leave time on separation.

There's a limit, as was noted earlier. You may not be paid for more than 60 days of leave. Any leave you have on the books above that amount is lost.

But it's still more enjoyable to take leave than to get paid for it. When your job permits, take off and see the family or do some traveling. Both you and the Navy will benefit.

bulletin board

Navy Lists Ships and Squadrons Earmarked for Decommissioning

MORE THAN 7000 Navymen in the Atlantic Fleet and 17,000 in the Pacific Fleet will be reassigned as a result of the recent cut of 76 ships from the Navy's active list. About 8000 more men can expect to pack their sea bags after the remainder of the proposed 100 plus-ship budget-cut list is complete. Announcement of the decommissioning of an additional 23 ships brings the total to just under 100 to date.

The Navy ultimately expects to reduce its military manpower by about 72,000 in an adjustment to the retirement of these ships and subsequent cuts (see October issue, p. 48 and p. 37 of this issue).

Of the more than 100 ships earmarked to be retired, the 76 identified in the first announcement will either be decommissioned and placed in mothballs, or will replace older ships now being used as naval reserve training vessels, or will be scrapped. More than $100 million is expected to be saved.

The major ships cut in the first increment which includes 50 combatants, are the battleship USS *New Jersey* (BB 62), the heavy cruiser *Canberra* (CA 70), the antisubmarine aircraft carriers *Bennington* (CVS 20) and *Kearsarge* (CVS 33), and the amphibious assault ships *Boxer* (LPH 4), *Valley Forge* (LPH 8), and *Princeton* (LPH 5). Also included in the list are destroyers and frigates, submarines, service and amphibious force ships and other support vessels. The average age of these ships is 24.6 years. Fifty-two of the 76 are more than 25 years old.

THE NUMBER OF SHIPS slated to be decommissioned as a result of the Defense Department's FY 1970 economy drive reached 99 by 1 October when 23 more ships were added to the initial list of 76.

It was also announced that aviation units of Carrier ASW Air Group 57 and 10 fleet squadrons would, in addition, be retired.

Accompanying the second increment announcement was a statement from Secretary of the Navy John Chafee in which he said although some of the ships would not be retired until later in the fiscal year, the announcement was made early so that the estimated

Newport, R. I.

W. A. Lee (DL 4)
Wilkinson (DL 5)
Keywadin (ATA 213)

Groton, Conn.

Becuna (AGSS 319)
Blenny (AGSS 324)
Tench (AGSS 417)
Sablefish (AGSS 303)
Sea Owl (AGSS 405)

Norfolk (Little Creek), Va.

Norfolk (DL 1)
Borie (DD 704)
Putnam (DD 757)
D. H. Fox (DD 779)
Lowry (DD 770)
Sandoval (LPA 194)
Mountrail (LPA 213)
Boxer (LPH 4)
Algol (LKA 54)
Capricornus (LKA 57)
Samoset (ATA 190)
Annapolis (AGMR 1)
Chikaskia (AO 54)
Ruchamikin (LPR 89)
B. W. Reid (LPR 119)
Casa Grande (LSD 13)
Shadwell (LSD 15)
Taconic (LCC 17)
Ashland (LSD 1)
Alstede (AF 48)
Palm Beach (AGER 3)

Charleston, S. C.

Ozark (MCS 2)
Stallion (ATA 193)

Mayport, Fla.

Goodrich (DD 831)
Turner (DD 834)
Kaskaskia (AO 27)

Key West, Fla.

Sea Lion (LPSS 315)
Atule (AGSS 403)
Sea Poacher (AGSS 406)
Penguin (ASR 12)

Cecil Field, Fla.

Attack Squadron 64 (VA 64)
Attack Squadron 106 (VA 106)

Jacksonville, Fla.

Heavy Photographic Squadron 62 (VAP 62)
Patrol Squadron 7 (VP 7)

Lemoore, Calif.

Attack Squadron 112 (VA 112)
Attack Squadron 76 (VA 76)

North Island, Calif.

Carrier Antisubmarine Air Group 57 (CVSG 57)

Whidbey Island, Wash.

Patrol Squadron 2 (VP 2)
Patrol Squadron 42 (VP 42)

Concord, Calif.

Mount Baker (AE 4)

San Francisco, Calif.

Graffias (AF 29)
Zelima (AF 49)
Pictor (AF 54)
Markab (AR 23)

Long Beach, Calif.

Bennington (CVS 20)
Kearsarge CVS 33)
New Jersey (BB 62)
Picking (DD 685)
Preston (DD 795)
Navarro (LPA 215)
Valley Forge (LPH 8
Princeton (LPH 5)
Belle Grove (LSD 2)
Carter Hall (LSD 3)
Arlington (AGMR 2)
Tappahanock (AO 43)
Okanogan (LPA 220)
Cabildo (LSD 16)
Tortuga (LSD 26)

San Diego, Calif.

Canberra (CA 70)
Mullany (DD 528)
Boyd (DD 544)
Stoddard (DD 566)
Braine (DD 630)
Cogswell (DD 651)
Porterfield (DD 682)
Uhlmann (DD 687)
Wedderburn (DD 684)
Mercer (APB 39)
Nueces (APB 40)
Indra (ARL 37)
Estes (LCC 12)
Montrose (LPA 212)
Pickaway (LPA 222)
Diachenko (LPR 123)
Weiss LPR 135)
Oakhill (LSD 7)
Bashaw (AGSS 241)
Cusk (AGSS 348)
Rock (AGSS 274)
Spinax (AGSS 489)
Gunston Hall (LSD 5)
Catamount (LSD 17)
Colonial (LSD 18)
Comstock (LSD 19)
Fort Marion LSD 22)
Whetstone (LSD 27)
Stone County (LST 1141)

Pearl Harbor, Hawaii

Radford (DD 446)
Patapsco (AOG 1)
Kishwaukee (AOG 9)
Sunnadin (ATA 197)
Serrano (AGS 24)

Guam, Mariana Islands

Clarke County (LST 601)
Iredell County (LST 839)
Litchfield County (LST 901)
Sedgwick County (LST 1123)

Naples, Italy

Tallahatchie County (AVB 2)

Yokosuka, Japan

Banner (AGER 1)

Alameda, Calif.

Antisubmarine Fighter Squadron 1 (VSF 1)

Barbers Point, Hawaii

Patrol Squadron 28 (VP 28)

Boston, Mass.

Boston (CA 69)

7200 Navymen in those ships and aviation units would have an opportunity to make plans for the future.

A breakdown of the ships being retired shows 48 are homeported on the west coast, 89 on the east coast, five in Hawaii and six overseas. The aviation units are operating from bases in Florida, California, Washington and Hawaii.

On the facing page, by home port, are the ships, air units and squadrons affected by the recent cut.

Here's Policy on Transfer or Separation If Your Ship Is Decommissioned

If your ship is decommissioned, what happens to you?

The Navy has made provision for your transfer to another command with the least possible trouble and impact on your career.

NavOp message 38 set up procedures for reassignment from units being decommissioned, and instituted a program of early release for some whose enlistments are due to expire soon.

Here's how the transfer program works:

As soon as the Chief of Naval Operations decides to decommission a particular ship or station, the Enlisted Personnel Distribution Office (EPDO) for the area involved contacts the unit to set up a "loss month" for every man on board.

That is, the EPDO and the unit decide when each man's services will no longer be needed in the decommissioning process, and set that month as the time he will be released from the unit—for transfer or separation, as appropriate.

Men who are eligible for early release from active duty (discussed later in this article) will not be required to accept it. The Navy wants to keep career-minded men.

A Tribute to Navy Ships And Squadrons, Retiring With 2000-plus Years of Loyal Service

These men and those who are ineligible for early separation will normally be transferred during their assigned loss month.

Before they are transferred, they will all be given the opportunity to express duty preferences, which will be carefully considered in assigning them to a new duty station.

For purposes of this program, a man who has the required Sea Duty Commencement Date and obligated service is eligible for Seavey. Other normal eligibility requirements, such as TCD or indefinite sea extensions, don't count.

Seavey eligibles will be assigned ashore as far as is practicable. If some must be sent back to sea, they will not lose their eligibility.

Rated and designated men on CONUS or preferred overseas shore duty (and nonrated undesignated men on preferred overseas shore duty) can expect transfer to another shore station when their station is inactivated, if they have more than a year left to serve ashore on a normal tour.

However, if they have less than a year left on their shore tours, these men will be transferred according to the needs of the service. BuPers will make every effort to allow them to complete shore tours, but it can't make any promises.

Duty on a decommissioning crew will not count as an interruption of a continous sea tour for future Seavey purposes.

Provisions for early releases of crewmen of units being deactivated are different from those for men in the rest of the Navy.

Commanding officers of units being decommissioned are authorized to separate crewmen up to 180 days early, if their normal Expiration of Active Obligated Service (EAOS) falls within 180 days after their loss month. For instance, a man with a loss month of December 1969 and a normal EAOS in June 1970 will usually be allowed to leave active service in December, if he so desires.

Men who are scheduled to transfer to the Fleet Reserve or the retired list are not eligible for this early release. In addition, each Fleet Commander may designate certain rates and NECs as ineligible.

This six-month early separation is "additive" to the three-month program (NavOp 37), which is now in effect in the rest of the Navy, discuss in the October issue of ALL HANDS. That is, a man in a unit being decommissioned could, if otherwise eligible, be released as much as nine months early.

Extensions of enlistment for Seavey or advancement may be canceled, if the extensions have not taken effect and if such cancellation will bring a man's EAOS back to a point at which he is eligible for early separation.

Naturally, however early a man is separated, he will be entitled to full veterans' benefits for the time he actually served.

And, we repeat, no one will be forced out of the Navy early if he wants to stay in. All you need to do is tell your personnel office that you don't want out; the Navy will be glad to keep you in the family.

Are Your Papers In Order?

NO MAN DELIBERATELY TRIES to put his family behind the eight-ball. Nevertheless, many do just that because they are sometimes careless about keeping their personal affairs in order. Without meaning to do so, they leave their family completely in the dark about their rights and benefits as survivors of a serviceman or veteran.

Should you die or become incapacitated, your family will need all the help it can get. You can help if you gather all the papers, documents, and records which will be helpful to your survivors or executor in the future. Valuable papers such as original marriage certificate, insurance policies, securities, bonds, copies of income tax returns, car titles, and deeds should be placed in safekeeping, as in a safe deposit box known to your wife or next-of-kin.

In making application for benefits, your survivors will be required to produce documentary evidence of your military service and family history. If such documentary evidence and information are available, it will relieve a lot of uncertainty and facilitate the settling of your estate. It is also extremely important that the Record of Emergency Data (NavPers 601-2) in your record is up to date and reflects your true intentions so the Bureau can honor your wishes in rendering assistance to your dependents if such should be required.

The importance of keeping your Record of Emergency Data up to date cannot be overemphasized. Here's why. Should you become a casualty, the 601-2 is referred to in obtaining the names and addresses of the next-of-kin for notifying your family. In administering to the affairs of missing, captured, and deceased Navymen, the Bureau honors the wishes of the serviceman as stated on the Record of Emergency Data with regard to allotments and payment of other benefits. Keep these factors in mind when designating beneficiaries:

- *Unpaid Pay and Allowances.* You may designate anyone to receive your unpaid pay and allowances in the event of your death. Here again it's important to keep an up-to-date record, because payment is always made in accordance with the serviceman's instructions on his *latest* Record of Emergency Data.

This benefit may be paid to more than one individual in shares if so specified on the Emergency Data form. If no designation of beneficiary is recorded on the form, then payment is made to the individual eligible in accordance with precedence as prescribed by law, that is, the widow, the children, the parents, and so on down the line.

- *Allotments When Member Is Missing or Captured.* The Bureau maintains close contact with the next-of-kin of missing and captured Navymen and strives to handle the affairs of the individual according to his wishes. In this regard, the Missing Persons Act gives the Navy authority in certain cases to act in behalf of a member should he become listed as missing or captured. And, if for some reason insufficient action was taken beforehand, the Missing Persons Act provides that under certain circumstances allotments may be created, continued or changed when doing so would be considered essential for the well-being and protection of dependents of a missing or captured member. It is most important, therefore, to have accurate information and instructions as to how your pay is to be distributed in the event you should become listed as missing or captured.

- *Six Months' Death Gratuity.* This benefit must be paid first to surviving spouse; if none, to surviving children. If there is no spouse or children, then it is to be paid to the parents or other family members designated by the Navyman.

- *Serviceman's Group Life Insurance.* The proper form for designating a beneficiary for SGLI is VA Form 29-8286 or any similarly designed form prepared locally. The original form, properly signed, goes into the man's jacket. The Record of Emergency Data may not be recognized for this purpose. If you elect not to designate a beneficiary, the SGLI will be paid in accordance with Public Law 89-214 —widow, children, parents, and so forth. Take note that if there is no spouse or children, the insurance will be paid to the surviving parents in equal shares if no designation of beneficiary was made. This rule remains the same if the parents are divorced or separated.

- Another important document that may be beneficial is the *power of attorney* document. Through this legal document you may give another person the power to act as your agent, either for some particular purpose or for the transaction of your business in general.

The power of attorney may be particularly useful while you are overseas. But you should realize that in the wrong hands it could be disastrous to you because the agent who holds such power has, within the limits granted by it, full authority to deal with your property without consulting you. Therefore, you should give power of attorney only to someone whom you can trust and who will protect your interests and those of your family.

You should execute a power of attorney only after consultation with legal counsel. You may find that a general power of attorney may not be needed. Instead, it may be advisable for you to execute a limited or special power of attorney with authority to perform certain acts and no more.

The legal authority granted in a power of attorney is revoked by your death, by the death of your agent, by any time limit set by the document itself, or by specific revocation. If a power of attorney does not contain a time limit, it may be canceled by written revocation and notification with a copy to all persons who may have dealt with your agent. A revocation always is necessary if the power of attorney has been recorded in a public record. While on the subject of revocation, if in the past you have granted powers of attorney that were not limited in time and that have served their purposes, it might be wise to visit your legal assistance officer and have him draw up the papers necessary to cancel such powers.

Why Have a Will?

A will is a legal document that declares how you wish to have your assets and property distributed after death. There is no government form — Navy or otherwise — that provides for this. And, even though it often can be a simple document, you should not attempt to write your will without the help of a lawyer. In other words, use of a standardized will format is not recommended. Your will must meet strict legal requirements in court; therefore, preparing a will is risky business when attempted by an untrained individual.

Everyone should have a will. Even service women and individuals without dependents. Although you may be of the opinion that you don't own very much, or that what you do own isn't worth a will, leaving what you do own without a will could cause many legal complications.

Estates are settled on the basis of state laws which differ usually from state to state. If you were to die before preparing a will, then your estate would be distributed according to the descent and distribution laws of your state of legal residence or, in the case of real property located in another state, the laws of that state.

An important aspect about making a will is that you decide on an executor—the person who will handle your affairs after your death.

If you are married, you and your spouse should each have a will, even though each document makes the same disposition of the estate. Further, it is particularly important for parents of minor children to have wills so that the interests of the children can be protected through a guardian of parental choice in the event both parents die.

Many persons still have wills written during World War II or the Korean conflict. If you have one that was written some time ago, it might be worth your while to review it. Make sure it still expresses your exact wishes with regard to the distribution of your property. Things may have changed considerably since the will was drawn up that would call for a new one, such as marriage, divorce, births, and deaths, as well as the purchase or sale of property.

If you have neglected to have a will prepared or if you have one that may now be out of date, consult your legal assistance officer or a private attorney at your earliest convenience. Next week may be too late.

Aviation Maintenance Designator Replaces 135X Category

The 135X (aviation, non-pilot, non-flight officer) unrestricted line officer category is being phased out. Policies and procedures applicable to active duty Regulars and Reserves (except TARs) have been published. Information concerning TARs and inactive Reservists is now being developed and will be announced separately.

A new designator has been established within the restricted line: 152X, Aeronautical Engineering Duty (Aviation Maintenance). The new category has made possible an expansion of restricted line special-duty officer numbers, to incorporate 135X officers.

As the new 152X designator is phased in over a three- or four-year period, 135X officers will be given the opportunity to transfer to the new category, or to 163X (naval intelligence), or to some other designator for which they qualify.

Billets coded 1360 and 1350 are being changed to the appropriate new designators. No newly commissioned officers are being given 135X designators, although some officers selected for a restricted line or staff corps designator may be assigned 135X temporarily until they are issued a new appointment.

In the future, the only 135X designators given will be in special cases, such as when pilots or NFOs end their flying status and are not qualified for 110X designation. However, these officers will be encouraged to apply for transfer or augmentation to other designators, since career opportunities in 135X will be very limited.

Officers who change designators will be provided schooling as their qualifications, facilities, needs of the service and directives permit.

Some 135X officers may want to remain in their present category until retirement or release from active duty. In such case 1350, 1351 and 1352 officers who choose to continue in their category after it is phased out will normally be assigned to billets as their qualifications permit.

1969 CAREER MOTIVATION CONFERENCE

CAREER MOTIVATION: CHALLENGE TO LEADERSHIP

In March of this year Admiral Thomas H. Moorer, Chief of Naval Operations, convened a four-day Navy-wide Career Motivation Conference at NAS Patuxent, Md. The conference was composed of senior representatives of 34 major fleet commands and selected shore commands. Its mission was to discuss officer and enlisted career problems, retention, and ways to improve career motivation. Primary emphasis was placed on "in-house" actions the Navy could take without getting help from the Department of Defense or the Congress. The theme of the Conference was "Career Motivation: Challenge to Leadership," highlighting these major objectives:

- To stimulate at every level of command personal interest in the vital task of keeping high quality personnel.
- To increase the sense of participation and personal involvement at every level — commanding officer, officer, petty officer — in career motivation.

The U. S. Navy Career Motivation Conference, 1969, made nearly 200 wide-ranging recommendations — some major, some minor. They were aimed at improving retention programs, improving personnel administration, improving service operations and making Navy life a better way of life for both the Navyman and his family.

Vice Admiral Charles K. Duncan, Chief of Naval Personnel, hosted the conference for Admiral Moorer. He wanted to avoid premature publicity on the results of the conference so as not to raise false expectations of what the Navy really could do.

Now, a good many of the conference recommendations have been staffed and are being executed or soon will be. Admiral Duncan noted this in his October *Tides & Currents* Newsletter and promised a status report.

Here is a tabulation of recent actions taken in response to some 50 of the recommendations of the Career Motivation Conference. Over 100 others are still being staffed, and a small number have been discarded as not feasible or not productive. There are no plans to keep "box score" on the recommendations because they vary widely and many involve continuing action and thus will never be "completed."

Recommendation

Conduct an organized review of all prescribed officer collateral duties in order to:

- *Reduce the administrative workload on junior officers to give them more time for professional qualification and leadership development.*
- *Expand the responsibilities assigned to senior petty officers to recognize further their competence and enhance their prestige.*
- *Reduce the paperwork load on the Fleet.*

Status

A major review of junior officer collateral duties is being conducted in BuPers with the twofold aim of reducing the collateral duties of junior officers in order to allow more time for professional qualifications and leadership development and also to expand the realm of responsibility of senior petty officers. The following collateral duties previously assigned to officers may now be assigned to senior petty officers (changes to the controlling directives are being issued):

- *Lay Leaders*
- *Benefits & Insurance Officer*
- *Library Officer*
- *Career Counselor*
- *Safe Driving Officer*
- *Project Transition Officer*
- *Athletic Officer*
- *Voting Officer*

The requirement for the collateral duty of Benefits and Insurance Officer in commands with less than 500 people is being eliminated.

The requirement for the collateral duty of Civil Readjustment Officer is being eliminated from the *BuPers Manual.*

The review is continuing with the goal of consolidation of certain collateral duties at the squadron or division staff level and elimination of nonessential ones from operating forces.

With reference to the subject of senior petty officer responsibility, the new *BuPers Manual* authorizes signature authority in certain administrative areas for Master and Senior Chief Petty Officers, at the discretion of the Commanding Officer. They include:

- Certifying documents for various administrative purposes.
- The new edition of the *BuPers Manual* specifies that Master/Senior Chief Petty Officers, when properly authorized in writing, may initial the Commanding Officer's facsimile stamp in certain instances.

- Processing advancement in rating examinations for PO1 and below.

Recommendation

To increase the potential motivation of Reserve ensigns on their first tour, establish a system of:

- *On-board fleet-up at about 18 months or;*
- *Rotation to another ship type or afloat staff at about 18 months or;*
- *Rotation to a Vietnam tour at about 18 months or;*
- *Rotation of particularly outstanding officers to an XO tour.*

Status

The junior officer 18-month tour concept, including the alternatives of on-board fleet-up, rotation between ships and types, and rotation of highly motivated officers from shore duty to sea, was established in April 1968. The system was publicized in the January and April 1969 issues of the *Officer Personnel Newsletter.*

The fleet-up of officers on board and rotation to sea of especially promising officers from ashore, long an accepted and productive practice, developed along the published guidelines.

During fiscal year 1969 a number of officers were placed in training afloat to provide the basis for 18-month rotation between ships and types in significant numbers, beginning in the summer of 1969.

The forced attrition from Project 703 will unavoidably act to restrict rotation to different units and to maximize on-board fleet-ups. The need to redistribute junior officers not cut by Project 703 will, however, provide some rotation between units in furtherance of the rotation objective. More ways will be found in the future, recognizing fiscal and stability restraints temporarily imposed.

Recommendation

Include shiphandling training in the Command Inspection System.

Status

Cruiser, destroyer, submarine and mine force type commanders presently include this item in their type

A study is being conducted to determine the relationship between retention rates and shipboard habitability.

Various studies and the implementation of retention programs are designed to help a very important man in the Fleet, the career petty officer. Right: A career counseling program has been implemented with the intention of motivating outstanding junior officers to seek career service.

The mission of the Career Motivation program is to stimulate interest in the vital task of keeping high quality personnel.

Photo for right: Shiphandling training has been recommended for inclusion in the command inspection system. At right: Recommendations for rotation of 18 months for Reserve ensigns on their first tour was established in 1968. Below: Greater publicity is required for the careerist orientation of most Navy benefits and incentives.

inspection instructions. The recommendation is being forwarded to the other type commands for implementation as feasible.

Recommendation

Modify General Order 15 governing alcoholic beverages to make station regulations not more restrictive than applicable local laws for sale of drinks and package goods.

Status

General Order 15 has been replaced with SecNav Instruction 1700.11, which calls for regulations controlling alcoholic beverages to adhere to applicable local laws. It extends the list of activities which may be authorized to serve drinks and sell package goods to include all officer, petty officer and enlisted men's clubs. It also allows authorization of drink sales in golf course clubhouses.

Recommendation

Give greater publicity to the careerist orientation of most Navy benefits and incentives to counter the misconception held by many Navymen that they favor the first termer and forget the careerist.

Status

A large publicity effort is necessary to counter this incorrect idea. The opening gun was fired in the September issue of ALL HANDS (pp. 59-60) in reply to a letter from a chief gunner's mate. Master Chief Petty Officer of the Navy Delbert Black makes this point again in this issue on page 20. It's a career man's Navy.

Recommendation

Advance DLA and Travel Allowance so personnel will have money "in pocket" for moving expenses on permanent change of station orders.

Status

The present law does not allow pay of dependents' travel or dislocation allowance until after the Navyman has arrived at his new duty station with his dependents. BuPers Notice 7041 of 28 Jun 1969, however, provides a remedy for this situation by allowing commanding officers to grant up to three months' advance pay to deserving personnel, both familymen and bachelors, who need the extra money when moving under permanent change of station orders, or when moving to a new home port or yard.

Recommendation

Establish an Officer Career Counseling Program to provide formalized and personalized counseling.

Status

In July the Chief of Naval Personnel issued BuPers Notice 1000, which prescribed an officer career counseling system for all junior officers. It is intended to improve the performance and morale of all, and to motivate the most desirable junior officers to seek career service.

Recommendation

Have all Type Commanders establish minimum criteria for formal certification of qualification to achieve maximum feasible standardization in order to restore the individual sense of achievement in being designated as OOD. (It has declined due to variation in the quality of standards in various ship types.)

Status

NWP 50A strongly states that certification that an officer is fully qualified as an OOD underway should carry the same prestige as does qualification as an aviator or a submariner. CNO has passed the problem of loss of job satisfaction value and recognition value of OOD designation and the conference recommendations to CINCLANTFLT and CINCPACFLT.

CINCPACFLT has requested his Type Commanders to develop minimum standard qualifications by ship types.

CINCLANTFLT is completing his study of ways to deal with this problem.

Recommendation

Require that leadership performance be clearly reflected in officer fitness reports to insure that officers with high quality of personal leadership are selected to command.

Status

The importance of including leadership evaluation in fitness reports will be publicized periodically in articles in the *Officer Personnel Newsletter* and other media which have wide dissemination. A change to the fitness report directive (BuPers Instruction 1611.12A) is planned for issue in early fiscal year 1970. Amplifying comments concerning the inclusion of evaluative remarks on leadership ability in fitness reports will be incorporated in the change.

Recommendation

Provide tour continuation benefit for petty officers consisting of a guaranteed period of duty in present command (at the discretion of the commanding officer).

Status

This recommendation is being incorporated into the Toured Sea Duty concept that should be implemented by the end of 1971.

Recommendation

To improve the quality and image of personal service function:

- *Include requirements for customer relations skills in service rating manuals and in the training in service rating schools.*

Status

A large-scale research program, extending over the next nine or ten months, has begun to determine the need of the personal service ratings (personnelman, yeoman, disbursing clerk, ship's serviceman, hospital corpsman, dental technician, etc.) for customer relations skills.

This research program will examine the whole field of face-to-face skills, such as communications, information dissemination and gathering, customer relations and human relations.

Research will be conducted into the best ways to select and train men for competence in these skills.

The experience and practices of private industry

NAVY
AE
2
147B
USS ENTE

will be carefully reviewed in order to determine the most effective methods for the Navy.

Depending on the results of this research, appropriate changes may be made in training manuals, school curricula, selection criteria for men entering personal service ratings, methods of selecting and assigning instructors, and possibly in performance evaluations based on customer relations skills.

Recommendation

Redistribute Personal Service Rating Skill levels to provide an improved level of service, especially in small commands.

Status

The Personnel Management Improvement project is developing the detailed redistribution of billet levels. In the meantime, the detailing of CPO and above in PN, YN, DK and SH ratings has been assumed by the Chief of Naval Personnel and centralized detailing of all petty officers is planned for all PN, YN and DK. It is generally conceded that this centralized detailing will make the largest single contribution to improve skill distribution and, therefore, improved service.

Recommendation

Man independent duty personnel service billets with qualified petty officers.

Status

Research is now going on which is expected to develop billet criteria and qualification standards for new Personnelmen Navy Enlisted Classification (NEC) code. This new code number will be used to designate especially well qualified senior personnelmen as "Independent Duty Personnelmen." These men will be specially assigned, where possible, to small units where no trained personnel officer is assigned, thereby providing the essential high quality management required by modern personnel systems.

Recommendation

Expand Personnelman Class A School to 100 per cent of rating input.

Status

Commencing 1 Jul 69, all inputs to the PN rating will be via the Personnelman Class A School.

Recommendation

Work study personnel officer billets and all officer and enlisted billets in personnel service functions to improve the quality of personnel administration and personnel services. Streamline and modernize personnel administrative procedures and records and service records to improve the effectiveness of personnel in administrative billets.

Status

Work study and billet validation is being performed as part of a special project of the Chief of Naval Personnel. Several specific tasks have been assigned to the Personnel Management Improvement project by CNP to develop necessary changes that may be required. Completion of these tasks is expected by about September 1970.

Recommendation

Establish Administrative Officer package course.

Status

The Bureau of Naval Personnel is looking into the development and establishment of a short officer package training course which will give newly assigned personnel officers a broad introduction to the manpower/personnel system.

Recommendation

Centralize the reporting-in and detaching functions at stations.

Status

OpNav Notice 5200 of 20 May 69 was issued to stress the need for commands to reduce to a minimum the number of separate offices at which personnel must present themselves when reporting or being detached. It stated that these requirements should be consolidated in a common office, and appropriate use should be made of such routing services as interoffice mail and guard mail to minimize the delays, inconveniences and tiresome waiting encountered in widely separated service points.

Recommendation

Incorporate parking criteria for support of Fleet Personnel in Facilities Planning Factors for Naval Shore Activities.

Status

Commander Naval Facilities Engineering Command will incorporate criteria for shipboard personnel parking in the next revision of *Facilities Planning Factors for Naval Shore Activities*. This revision should be made in early fiscal year 1970.

Recommendation

Eliminate unnecessary restrictions on use of recreation facilities which are irritants and tend to appear demeaning without being essential.

Status

Guidelines for operation of recreation facilities are being promulgated through the *Special Services Manual*, and advertised in other established media to insure that local regulations and hours of operation are responsive to needs of Fleet personnel and are limited to those essential for orderly operation. More definitive guidelines on inspection of special services programs will be issued soon to provide for review of operating regulations for compliance with suggested practices.

Recommendation

Upgrade library services afloat and ashore.

Status

The Chief of Naval Personnel is attempting to establish library support services in new education and training centers to be established in Fleet home ports. Located at the Navy's major concentrations of manpower and ships, these centers will be staffed and stocked to permit fast and effective response to the library needs of ships and small shore activities. A survey of representative shipboard libraries is being made to develop information for use in getting funds to improve book collections and facilities. As an aid to planning for library support, the Chief of Naval Personnel is establishing guidelines for support of library book collections. These guidelines will aid commands in determining their annual need for new and replacement books. The guidelines will appear as a change to *Naval General Library Manual.*

Recommendation

Standardize Navy Federal Credit Union membership policies and practices to better serve the Navyman, including:

- *Extend membership eligibility uniformly in all Navy-sponsored credit unions.*
- *Increase credit union responsiveness to Navymen.*
- *Include credit union operation as special interest inspection items and as command inspection items.*

Status

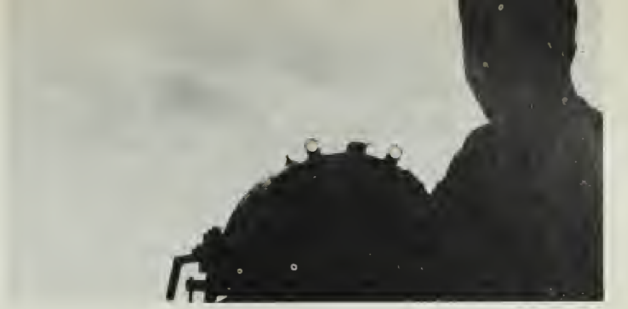
A recently issued DOD Directive 1000.10, "Credit Unions Serving Department of Defense Personnel," places all credit unions in the DOD establishment under the same uniform set of rules. SecNav will issue a directive in the near future that will describe implementation of these new policies to improve services to the Navymen by credit unions in naval activities. As a result, full, responsive credit union service should become conveniently available to almost all Navymen.

Recommendation

Family Services Centers include in their information packets a brochure describing legal and medical services available to Navymen and their dependents in the area covered.

Status

The activity information brochures prepared and distributed by the 50 established Family Services Centers have been reviewed. The centers whose brochures didn't provide information on availability of medical and legal services have been directed to add this essential guidance to their information packets and to include it in basic brochures when revised.



Recommendation

Attempt to relate retention rates to shipboard habitability.

Status

A study is being conducted presently in BuPers to determine the relationship between retention rates and shipboard habitability.

Recommendation

Establish recruit selection criteria to improve retention.

Status

Research is now being conducted to develop enlisted selection criteria which will maximize the retention probability of those selected for naval service.

Recommendation

Update the Wardroom Manual for senior-junior communications.

Status

To create a better communication flow between junior and senior officers, the next revision of the *Wardroom Manual* will provide wardroom seating arrangements guidelines to encourage improved opportunities for senior and junior officers to enter into informal conversation.

Recommendation

Allow use of recreational facilities for scuba diving by Navymen.

Status

The *Special Services Manual* is being clarified to show that the prohibition on use of recreation funds for scuba diving applies only to procurement, maintenance, and recharging of self-contained underwater breathing apparatus. The use of recreational facilities for recreational pursuit of scuba diving, when proper equipment and trained personnel are made available and for the purpose of promoting inservice procurement for UDT/SEAL programs is a proper use of recreation facilities.

52,000 Navymen Advance in August Exams

More than 52,000 Navymen are being advanced in rate as a result of the August examinations.

The total to be advanced included more than 1600 new chief petty officers. About 5000 men advanced to PO1; 20,000 to PO2; and 26,000 to PO3.

The recent personnel cutbacks, reported in the October issue of All Hands, did not appreciably affect the number of advancements to 2nd and 3rd class, since vacancies were created in those grades as non-career men were released early.

Fewer CPOs and PO1s have been released as a result of recent personnel cutbacks, so there were not as many advancements to chief and 1st class as had been intended. But the Navy expects to be able to raise master and senior chief petty officer strength as more billets requiring their professional experience and technical proficiency are identified.

Advancements to master chief normally start a chain reaction down the line, resulting in advancements in every petty officer grade. Fiscal year 1971 advancement prospects, especially in the career petty officer grades, are encouraging and are expected to show significant improvement over fiscal year 1970.

To meet the high requirement for POs in the last three years, several special procedures were adopted for faster advancement of qualified candidates—waivers of time in rate for advancement to PO2 and PO3, administration of quarterly exams for PO3, and changes in advancement increments.

Now, because of decreased requirements, resulting from the personnel cutbacks, such measures are not necessary. The decrease in petty officer requirements will permit the Navy to concentrate on improving the experience level among petty officers. Accordingly, waivers of time in grade will not be given to PO3s who take the February 1970 exam for 2nd class, nor to men in pay grade E-3 who go up for PO3 after the February test.

Quarterly PO3 exams have been discontinued after the November 1969 test. From now on, tests for 3rd class will be given twice a year, in February and August, as for other grades.

Advancements from the February 1970 exam will be in six increments, on the first of each month (rather than the 16th as previously) from May to October. From the August 1970 test, advancements will be made on the first of each month from November through April.

Time in rate for advancement purposes will be computed to 1 May for the February test, and 1 November for the August exam.

In summary, although the Navy could not advance as many career personnel as originally intended from the August examinations, prospects are brighter for the February 1970 examinations, and advancement opportunity appears to be on the upswing.

You Will Find Revised BuPers Manual Completely New in Style and Format

The new, improved *Bureau of Naval Personnel Manual* (NavPers 15791B) has been distributed to the Fleet.

The new manual has been completely overhauled in style and format. An entirely different article numbering system is used. Many articles in the old manual have been divided or combined in the new book.

The entire manual was rewritten in simpler, clearer

NEARLY TWO CENTURIES OF SERVICE—The total active service of two master and eight senior chief petty officers assigned to Naval Air Technical Training Center, NAS Memphis, adds up to 183 years. Promoted earlier this year to their present grades, the chiefs are, left to right: AWCM Raymond H. W. Scott, BMCM Albert J. Whipple, AXCS Finis W. McComas, ADCS Marshall C. Jones, AMCS Drannan W. Vines, AZCS Ralph L. Clark, ATCS Kenneth A. Reeves, AWCS Henry W. Landin, ADCS George E. Smith, and ADCS Clifford J. Krug.

language, and set in easy-to-read type.

Now, for the first time, you may buy a personal copy if you want one. And in the works, due for publication next summer, is a correspondence course on how to use the manual.

No matter how well you knew the old manual, you'll have to do some studying to become familiar with the new reorganized edition. The extensive index and table of contents will help.

The old letter-and-number designations of articles (such as C-10304) have been dropped in favor of an all-number system. Portions of the old manual that are contained in other publications have been deleted from the new book; those that remain are rearranged.

Changes will be published quarterly, beginning in January 1970, to keep the manual up to date. In addition, many future BuPers Instructions will be incorporated into the manual, to help reduce the number of references required for personnel work.

If you find grammatical, typographical or format errors in the new manual, you may notify the Chief of Naval Personnel (Pers-A212), Navy Department, Washington, D. C. 20370, using official franked envelopes. The errors will be corrected in later changes of the manual.

Personal copies may be bought from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The manual is priced at $8.50 for domestic mailing and $10.50 for foreign mailing. The cost includes quarterly changes to the manual.

South Dakota Is the Seventh State to Enact a Bonus Law for Vietnam Veterans

Here's good news from home for residents of South Dakota: The state legislature has voted to pay a bonus of up to $500 to eligible residents who serve in the Armed Forces during the Vietnam conflict.

South Dakota thus becomes the seventh state to enact a Vietnam bonus law. (A summary of the others appears later in this report.)

To be eligible for the South Dakota bonus, you must have resided in the state for at least six months before entering the Armed Forces, and must have served 90 days or more during either of two periods:

- 5 Aug 1964 to some undetermined future date.
- 1 Jul 1958 to 4 Aug 1964. However, for service during this period, you must have been eligible for the Armed Forces Expeditionary Medal (Vietnam service).

Members of the Reserve and National Guard who perform active duty for training are not eligible for the bonus unless called for further active duty, in which case the active duty for training may be counted.

The amount of the bonus can range from $30 (for 90 days of eligible service) to $500 (the maximum bonus allowed), as follows:

If eligible for the Armed Forces Expeditionary Medal or Vietnam Service Medal — $20 per month for each month actually served in the Vietnam area, to a maximum bonus of $500.

For service not in the Vietnam area — $10 per month to a maximum of $360.

You may receive the bonus while in the service or after separation or discharge under honorable conditions. If otherwise eligible and you die after the effective date of the law, the bonus may be paid to your surviving dependents in the following order: Wife; children; mother; father; foster mother; foster father.

Application procedures for the South Dakota bonus were incomplete at this writing. For details on payment, contact your local (South Dakota) County Veterans Service Office.

Earlier State Bonuses

Now, here's a summary of other state bonus laws. For a comprehensive report, including application procedures, see ALL HANDS, April 1969.

- Connecticut requires no Vietnam service, as such, for bonus eligibility. You must have been domiciled in the state on 1 Oct 1967 and for at least one year before entering the service. If you serve on active duty for at least 90 days after 1 Jan 1964, you are entitled to $10 for each month of service up to a maximum bonus of $300. If you remain on active duty, you must wait before filing until you are eligible for the $300 maximum.
- Delaware requires honorable service in Vietnam for at least 90 consecutive days between 5 Aug 1964 and a future undetermined date. You must have been a resident of the state for at least 12 months immediately before entering the service. Payments are $15 for each month of service in the United States to a maximum of $225, and $20 per month for service outside the U. S. to a maximum of $300. Total payment to any individual is not to exceed $300.
- Illinois provides a $100 bonus to veterans who serve on active duty after 1 Jan 1961 and receive the Vietnam Service Medal. The state also pays a $1000 death benefit to the beneficiary of a serviceman who is killed in Vietnam or who dies from Vietnam service-connected causes. To be eligible for either, you must have resided in Illinois for at least 12 months before entering the service.
- Louisiana pays a $250 bonus to residents who serve on active duty in the Vietnam area between 1 Jul 1958 and a future undetermined date. However, the bonus will not actually be paid until the Vietnam campaign ends. A $1000 death benefit is paid to survivors of servicemen who die from injuries, wounds, or disease contracted in Vietnam.
- Massachusetts requires at least six months of service after 1 Jul 1958. You must have been domiciled in the state for at least six months immediately before entering the service. Career servicemen must have had Massachusetts domicile for at least six months before 1 Jul 1958. Payments are $200 for service other than in Vietnam and $300 for service in Vietnam. Survivors of servicemen who die on active duty may receive $300; survivors of servicemen who die after release from active duty are paid $200.
- Pennsylvania authorizes $25 per month for each month served in Vietnam, to a maximum of $750. To be eligible, you must be a Pennsylvania resident who was awarded the Vietnam Service Medal and honorably separated from active duty.

Opportunities in AX Careers Plentiful Despite Establishment of AW Rating

No matter what your friends in ASW may have told you, the AX rating is alive and well.

Institution of the AW rating hasn't killed the AX specialty; in fact, it has allowed AXs to spend more time in their specialty and less in unrelated duties.

The two ratings complement each other. The Aviation Antisubmarine Warfare Technician (AX) is primarily a maintenanceman for ASW equipment, while the Aviation Antisubmarine Warfare Operator (AW) operates the equipment in flight.

Establishment of the AW rating last year did, however, reduce the number of AXs needed in the Navy, by changing most ASW aircrew billets from AX and other maintenance ratings to AW.

It had become apparent that aircrew AXs, like other technicians, could not be fully effective as either sensor operators or maintenancemen if they had to divide their time between the two types of duty.

So the AW rating was conceived to allow operators to specialize in operation, and technicians in maintenance—with the hope that the work of both would improve, and that fewer men in both areas would be needed to perform the mission. The idea of the planners in BuPers was that one good technician working full-time in his specialty would be more effective than several trying to work part-time in maintenance while putting in a demanding flight schedule.

However, this division of duty doesn't rule out aircrew billets for AXs. The difference is that the AXs who fly are working in maintenance of equipment, rather than operation.

Unfortunately, the sudden decrease in the number of AX billets with establishment of the AW rating has caused AXs to lose pro pay. But it's unavoidable. By law, no rating which is manned above a certain level can be eligible for pro pay, because the special pay is intended to attract people to skilled ratings which are undermanned.

If an AX finds that the numbers shift has caused him problems, the solution endorsed by BuPers is for him to change his rating—to AW if he has concentrated on operation of airborne sensors, or to AT or AQ if he has remained primarily in maintenance work. (Many AXs can go to AT without changing NECs.)

All three of these AX-related ratings are in short supply—and are drawing pro pay. At present, no more lateral conversions, which required only a letter to BuPers, are being made; but the normal procedures for changing rating by taking the advancement exam for the new rate are still available.

But if he wants to stay in his rating, that's fine too. The AX rating is still around, and will continue to be in the foreseeable future. And AX pro pay may return, if the demand rises to match the supply.

Family Deferment Policy Is Revised To Extend Exemptions Indefinitely

A revised family deferment policy is the subject of BuPers Inst. 1300.38A. This directive makes it clear that assignments to Vietnam or other designated hostile fire zones should be shared as equitably as possible by all Navymen. But:

- If a serviceman is killed or dies from injuries or disease as a result of Vietnam service, or service in another area designated as a hostile fire zone as of 23 Jun 1969, a surviving family member will, upon request, be indefinitely exempt from serving in Vietnam or other hostile fire zone (designated as of 23 Jun 1969). (There previously was only a 12-month deferment from serving in Vietnam based on the death of another family member.) If the surviving family member already is serving in Vietnam or other hostile fire zone, he will be reassigned upon request.

- If one member of the Armed Forces is serving with a military unit in Vietnam, another serviceman from the same family, upon written request, will be deferred from serving in Vietnam until the first family member completes his tour.
- Upon request, a Navyman is deferred from serving in Vietnam during a period in which another member of his family is in a captured or missing status incident to service in Vietnam or other designated hostile fire zone.
- No one under age 18 may be assigned to duty considered "serving in Vietnam" (see definition below), or to other designated hostile fire zones, but may be assigned to sea duty or to duty in other overseas areas.
- Those who qualify as sole surviving sons (as defined in BuPers Inst. 1300.35 series), who have requested noncombat duty or have not waived a request submitted by a parent, may not be assigned to duty in Vietnam.

"Serving in Vietnam" includes assignment to a military unit located within the geographic boundaries of the Republic of Vietnam, or to a nonrotating naval unit operating inshore and based in the Republic of Vietnam as identified in OpNav Inst. 4600.16 series. Also, aircrewmen who serve ashore or afloat in Southeast Asia and are normally engaged in flying combat missions are considered to be serving in Vietnam.

"Members of the same family" are defined to include husband, wife, father, mother, son, daughter, sister, brother, half-sister, half-brother, stepbrother, stepsister and a brother or sister by adoption.

It is noted that family deferments are not authorized in cases of temporary duty for less than 30 days.

What Do You Know ABOUT ADCOP?

This year, 300 Navymen, the largest number of applicants ever selected for the Associate Degree Completion Program (ADCOP), are slated to attend college full time—at government expense—in Texas, Florida and California.

Prospects look equally good, if not better, for next year's applicants. Perhaps you can be among them, providing you meet certain basic requirements and are strongly motivated toward making the Navy your career. That, after all, is the basis of ADCOP—an incentive program for career petty officers, offering them the opportunity to pursue a course of instruction in junior college which leads to an associate of science or an associate of arts degree in various vocational and technical fields.

The deadline for submitting applications for next year's admissions is 31 December, which doesn't give you a whole lot of time, considering that you must obtain transcripts from high schools and colleges attended which must accompany your application.

For step-by-step details on how to apply for ADCOP, refer to BuPers Inst 1510.107A, dated 29 Aug 1969. Meanwhile, if you meet the following basic eligibility requirements, consider yourself a prospective candidate.

To begin with, you must be a U. S. citizen under 39 years of age and a petty officer 2nd class or higher in the Regular Navy, serving in your second or subsequent USN enlistment. More specifically, you must have completed at least five years of continuous active naval service as of 1 September of the year in which your attendance at an ADCOP college would commence.

There's a chance you may not qualify for ADCOP if, on that same 1 September, you still have a service obligation which was contracted under the terms of a prior enlistment incentive to attend certain other formal training, such as STAR, SCORE or Nuclear Power Training.

All in all, the ADCOP requirements allow for a wide range of backgrounds from the standpoint of education and experience. For example, on the education side of the scale, you must meet just one of the following:

JUNIOR COLLEGE

- Be a high school graduate; or
- Show evidence of having completed three years of actual attendance at a high school and possess a GED equivalency certificate or diploma issued by a state department of education or an authorized high school. The average score for all of the test areas must be in the upper 50th percentile; or
- Show evidence of having completed—with no less than a C grade—three units of high school English, two units of high school mathematics (including alge-

bra and geometry), and six semester hours of college level work in English or mathematics (or a combination of the two). In addition, you must possess a GED certificate or diploma with test scores equal to those mentioned above.

On the experience side of the scales, you are expected to have achieved one of the following ADCOP requirements:

- Be a graduate of Navy Class "A" and "B" Schools; or
- Have at least 12 transferable college credits from a regionally accredited institution or through such accredited programs as PACE, USAFI, Tuition Aid, etc.; or
- Have a combination of Navy Class "A," "B" or "C" Schools totaling at least 24 weeks of classroom training; or
- Be a graduate of a Navy Class "A" School or a Class "B" School and have in addition at least six transferable college credits; or
- If you are in a rating which offers no "A" or "B" Schools, but have passed the general examinations of the College Level Examination Program (CLEP) with an average score for all the test areas in the upper 50th percentile and have at least six transferable college credits from a regionally accredited institution. This particular alternative is not available for those ratings that have either an "A" or "B" School.

Three Hundred Enlisted Men Selected for ADCOP This Year

The FY 1970 ADCOP class—which began this fall—consists of 300 students selected from a field of 1900 applicants. This is a substantial increase, considering that in the program started in 1966 only 75 Navymen were selected as ADCOP students. That number was increased to 120 men in FY '69 and it is planned that future class sizes will be gradually increased.

If you wonder how you might stack up against the average ADCOP applicant, try matching the statistics listed below compiled from the applications of the 300 individuals selected to commence their junior college studies this year. First, this breakdown of students by rate:

Master Chief Petty Officer	2
Senior Chief Petty Officer	16
Chief Petty Officer	92
Petty Officer 1st Class	183
Petty Officer 2nd Class	7

Average Statistics

Enlisted Performance Evaluation Mark	3.84
Number of College Credits Earned Through USAFI or Outside Study	9.6
Number of Navy Correspondence Courses Completed	9.2
Length of Service Years	9.8
Age	29

To date, 127 Navymen have received associate degrees through ADCOP. Thirty per cent graduated as honor students while, over-all, the ADCOP student has maintained a B grade average.

The balance of the eligibility requirements rests mainly in the areas of past performance, age and future service obligation.

Your Navy record should show no conviction by summary, special or general court-martial, conviction by a civil court for any offense other than minor traffic violations, or more than two nonjudicial punishments during the two years before you make application for ADCOP. This record, by the way, must be maintained throughout your period of application and while at the junior college.

The age requirement states that you may not be older than 39 years of age as of 1 September of the year in which your attendance at the ADCOP college would commence, but there is no minimum age requirement.

Now to the matter of obligated service.

Since ADCOP is essentially a career motivating program applied for by individuals planning to make the Navy their life, the matter of obligating one's self for six years should simply be looked upon as another milestone in your Navy career. This obligated service, which would commence from 1 September or 1 February (depending upon the convening date of the class to which assigned), is something that you are expected to incur in exchange for the opportunity to pursue an associate degree.

There is no relationship between the amount of obligated service required—six years—and the number of months actually spent as an ADCOP student. Junior college studies usually cover two years' time, but since you may already have certain college credits, you may not be expected to attend the entire two-year course. Furthermore, you will be attending classes year-round, summers included.

However, the time spent attending the junior college during the first year to two years will be credited toward the six-year obligation. In cases where an individual may become eligible for transfer to the Fleet Reserve during the six years in which he obligated himself for ADCOP studies, he will still remain on active duty for the full six-year period. On the other hand, should you be disenrolled from the ADCOP program while attending the junior college, you will be required to serve all or part of any extension agreement entered into according to Article 1050300 of *BuPers Manual.*

Applications for next year's associate degree program must be forwarded via your commanding officer to the Chief of Naval Personnel (Pers-B2211) to arrive no later than 31 December. The format to be used is contained in BuPers Inst 1510.107A of 29 Aug 1969.

Time, therefore, should be your primary concern at present, because you must obtain and include as enclosures to your application the following:

- Certified transcript of high school grades, or a copy of the high school equivalency certificate issued by the state or local school board in addition to the partial high school transcript. All transcripts must bear the certification or seal of the school concerned.

- Certified transcripts of college level courses as well as any other documentation of advanced academic achievement. If you are now taking advanced courses, you are encouraged to mail updated transcripts or certification showing satisfactory completion of these courses to the Bureau (Pers-B2211) after the submission of your application, provided they can be obtained in time to arrive in BuPers before 1 March.
- Certified copy of your Enlisted Performance Record (a page 9) showing marks for the last eight semiannual performance evaluations. If eight evaluations cannot be shown, a copy of a Page 13 entry showing performance marks at reenlistment should be attached.

Make every attempt to provide all necessary information, because incomplete applications will be returned for resubmission which could result in your application being received too late for consideration by the ADCOP Selection Board. The Bureau will notify you by postcard that your application has been received and placed in the mill. From then on, it's up to the merits of your record and the selection board.

The ADCOP board will convene in March to consider those applicants for entrance into the program during the coming year. Selection is based entirely upon information contained in your application and duplicate service record maintained by the Bureau.

Since ADCOP is specifically intended as an enhancement toward the petty officer career, anyone selected for appointment to warrant or commissioned officer status before commencing the course of instruction at junior college will be dropped from ADCOP.

Personal notification of your selection will come from the Chief of Naval Personnel in a letter that will also provide information concerning reporting dates and Navy contact points at the college you will attend. Before being transferred to school you will either reenlist or extend your enlistment to cover the six-year obligated service requirement.

While an ADCOP student, you will receive full pay and allowances for shore duty, except proficiency pay; be permitted to compete for advancement in rating and, in all other ways, be accorded the same treatment as your civilian counterpart, including wearing civilian attire to class. And, though you may be under military control of a local Navy activity, you nevertheless will be assigned no military duties.

As mentioned earlier, all required educational expenses will be paid by the Navy. However, housing and subsistence costs will be borne by yourself from your pay and allowances. College housing may be available to you as an ADCOP student as provided for by each college's policy for student housing. It might be wise to prepare to live off campus, just the same, but within the geographical district served by the junior college you're attending.

Every ADCOP selectee is offered an opportunity to select the college of his choice, but final admission will depend upon appropriate course of study, the student's present location, the number of available spaces for Navy students in each college, and the number of petty officers who list each college as their preference. The colleges presently participating are: Del Mar College, Corpus Christi, Tex.; Pensacola Junior College, Pensacola, Fla.; Palomar College, San Marcos, Calif.; and Grossmont College, El Cajon, Calif.

As a graduate of an ADCOP junior college, you will be assigned to duties which are consistent with past duty assignments and previous training. And for planning purposes, you might like to know that time spent in ADCOP is considered neutral time for sea-shore rotation, so if you were eligible for Seavey when you enrolled in ADCOP, you will maintain your Seavey eligibility upon graduation.

Sargasso Sea Has Islands of Weeds

If you can use 20 million tons of sargassum weed, it's available for the taking in the central Atlantic. That's the amount estimated to be floating around in that big, oval-shaped area called the Sargasso Sea.

The Sea derived its name from Portuguese navigators who thought the weed's berries resembled grapes (sargo).

Columbus is credited with discovering the Sargasso Sea, although there is reason to believe that mariners knew of its existence before the beginning of the Christian era.

To Columbus and his men in their small boats, the island-like masses of yellow-brown weeds must indeed have seemed formidable. They were blamed by Columbus for slowing his progress.

There are several theories concerning the reason for the Sea's existence. One contends that the Atlantic waters form a kind of hollow space in the middle of the ocean area.

Another theory holds the Sea to be the vortex of a great eddy caused by the Trade Winds and the Gulf Stream.

Still others say the Sargasso Sea is a raised surface with ocean currents all around it. The current theory holds that, in the northern hemisphere, Coriolis Force displaces lighter (less dense) water to the right of currents.

By way of explanation, a Coriolis Force is an apparent force on moving particles, including currents, resulting from the earth's rotation. The force causes the moving particles to be deflected to the right of motion in the Northern Hemisphere and to the left in the Southern Hemisphere.

Since the Sargasso Sea is surrounded by clockwise currents, the higher water is piled up to become the Sargasso Gyre (a "closed circulatory system" which is larger than a whirlpool or an eddy).

Although the Sea's origin is in doubt, its existence is very real and its water is distinct from the ocean water surrounding it. Sargasso Sea water is very transparent because it lacks continental sediments. It is also more saline because of high evaporation and the loss of moisture to the Trade Winds which remove the moisture from this area.

Since the circulatory system of the Sargasso Sea is relatively close, larval forms rarely get into the area from local currents. The Sea also has a high pressure force and any weakening of the surrounding currents allows water out of the area. Both of these factors tend to keep the area biologically bare of plankton.

Today, science has stripped the Sargasso Sea of the mystery attached to it in less enlightened ages. Even Columbus' crew, if they viewed the Sea from a modern vessel, wouldn't be so impressed by the great clumps of weeds which sometimes form long streamers to be blown by the wind out of the Sea to drift northward in the Gulf Stream.

Medical Correspondence Courses

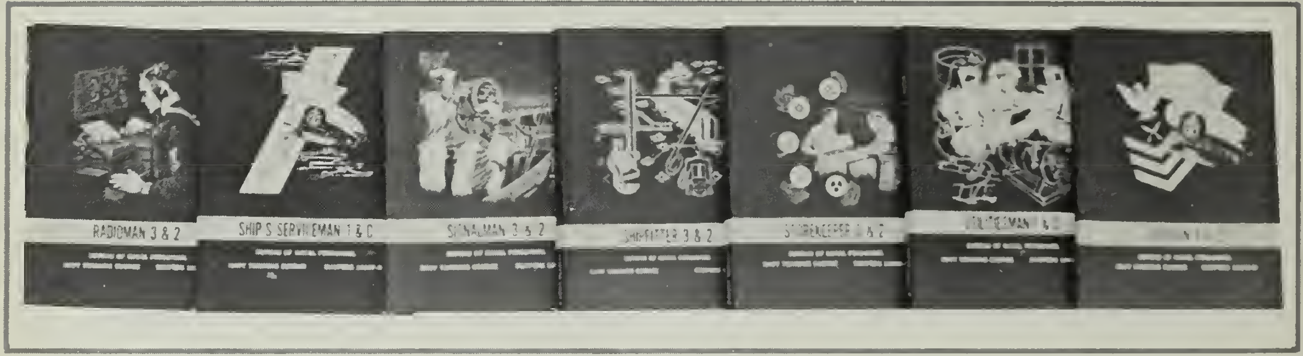
Navy Medical Department personnel may now enroll in three revised correspondence courses titled *Treatment of Chemical Warfare Casualties, Insect and Rodent Control, and Navy Preventive Medicine.*

Treatment of Chemical Warfare Casualties, NavPers 10765-A, concerns the classification, description, physiological and psychological effects of chemical agents which may be encountered in military operations. Principles of defense, self-aid, and the treatment of casualties as well as methods of detecting and handling contaminated clothing, equipment, food, and water are contained in the accompanying text: *Treatment of Chemical Agent Casualties,* NavMed P-5041. The course is made up of three assignments.

Insect and Rodent Control (NavPers 10705-B), which contains six assignments, is designed to present practical instruction in the control of insects, rodents and other pests which can affect military operations by endangering the health and morale of personnel, and by destroying materials and supplies at military installations. The course text book is titled: *Military Entomology Operational Handbook* (NavDocks MO-310) (Army TM 5-632 and Air Force AFM 85-7).

Naval Preventive Medicine (NavPers 10703-A) stresses the preservation of health and the maximum effectiveness on the individual by providing in detail the official methods of dealing with public health problems, such as environmental sanitation, food and water sanitation, garbage and refuse disposal, insect and rodent control, and ventilation. The *Manual of Naval Preventive Medicine* (NavMed P-5010), Chapters 1-11, is the text for the course.

Requests for enrollment should be forwarded via official channels on NavPers Form 1550/4 to: CO, Naval Medical School, Bethesda, Md., 20014. Attn.: Correspondence Courses Division.



New Electronics Course Available

A course designed to promote standard electronics maintenance procedures is available from the Correspondence Course Center.

The new enlisted course is Electronic Test Methods and Practices (NavPers 91229). It is administered only through the Correspondence Course Center, Scotia, N. Y., upon submission of a course enrollment application form (NavPers 1550/4).

Applicants should note that the new course is based on Excerpts from the EIMB Test Methods and Practices (NavPers 10014).

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

A Fine Pair (C): Drama; Rock Hudson, Claudia Cardinale.

Fraulein Doktor (C): Drama; Suzy Kendall, Kenneth More.

The Assassination Bureau (C): Comedy; Oliver Reed, Diana Rigg.

Hate for Hate (C): Western; Antonio Sabato, John Ireland.

God Forgives, I Don't (WS) (C): Crime Drama; Terence Hill, Frank Wolff.

Hannibal Brooks (C): War Comedy; Oliver Reed, Michael J. Pollard.

Where's Jack (C): Drama; Tommy Steele, Stanley Baker.

The Last Shot You Heard: Suspense Drama; Hugh Marlowe, Zena Walker.

Daddy's Gone A-Hunting (C): Suspense Drama; Carol White, Scott Hylands.

If It's Tuesday, This Must Be Belgium (C): Comedy; Suzanne Pleshette, Ian McShane.

Companions in Nightmare (C): Drama; Gig Young, Anne Baxter.

Fear No Evil (C): Drama; Louis Jourdan, Carroll O'Connor.

Winning (WS) (C): Drama; Paul Newman, Joanne Woodward.

The Trap (WS) (C): Drama; Rita Tushingham, Oliver Reed.

This Savage Land (C): Historical Drama; Barry Sullivan, Kathryn Hays.

Smith (C): Comedy Drama; Glenn Ford, Nancy Olson.

Volume IV of DANFS Offers Rich Browsing Ground for History Buffs

If you're a naval history buff, you'll be glad to know that Volume IV of the *Dictionary of American Naval Fighting Ships* will be available late this year.

The first four volumes of the projected 10-volume work, published by the Naval History Division of the Office of the Chief of Naval Operations, contain historical sketches on 5700 of the 14,000 ships in the Continental and U. S. Navies—all the ships whose names begin with the letters A through M.

Appendices give tabulated information on major ship types since the 1880s, Confederate ships, ships-of-the-line, and other salty lore. With the alphabetized ships' histories, these reference aids make the *Dictionary* an important addition to any ship or station library.

Volume I (Superintendent of Documents Catalog No. D207.10:1, $3.00) includes historical sketches of ships whose names begin with A or B. Its appendices contain tabulated information on U. S. battleships, cruisers, destroyer types, submarines, submarine tenders and rescue ships.

Volume II (Catalog No. D207.10:2, $4.25) contains ship histories from C through F. Appendices cover aircraft carriers and escort carriers, and include a special section listing ships of the Confederacy. (Volumes I and II are now temporarily out of print.)

Volume III (Catalog No. D207.10:3, $6.00) covers ships with names beginning with G through K. An appendix gives addenda to the ship type appendices of the first two volumes, describing ships built since publication of the previous lists—including SSNs and SSBNs, with a description of the *Polaris* program. Other appendices discuss Civil War naval ordnance, historic Navy ships on display, collections of relics of former ships, and the Navy's monitors in the last half of the 19th century.

THE NEWLY PUBLISHED Volume IV (Catalog No. D207.10:4, $7.00) includes historical sketches on ships with names beginning with L and M. Appendices provide statistics on amphibious ships, aviation auxiliaries, destroyer tenders and ships-of-the-line. A special section gives a complete listing of ship types—their evolution, function, value and significance.

Volumes may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. You may send a check or money order for the amount indicated and specify the Superintendent of Documents catalog number given above.

Future volumes planned are V-VII, to complete the alphabetical listing of ships; VIII, unnamed ships; IX, index, references, errata and new ships; and X, consolidated listing by ship type.

Among dozens of subjects being considered for publication as appendices to future volumes are: aircraft, astronauts and space recovery, Coast Guard ships, the Cuban blockade, drydocks, history of the Navy, missile ship development, presidential yachts, sea phenomena, shipyards and bases, Navy uniforms, and weapons development.

Chinese-Made Imports Admitted Into United States—Within Limits

You won't need a certificate of origin any more to bring Chinese-made goods into the U. S.

Formerly, American servicemen and civilians were required to obtain certificates for Chinese or "Chinese-type" articles before the goods could be brought into the States. Articles made in communist China were banned.

Now Americans may buy and bring home any Chinese goods, with only the following restrictions, according to a recent change in the Treasury Department's Foreign Assets Control Regulations:

- Not more than $100 worth of such goods may be bought and imported into the U. S. by one person in any one month.
- The goods must be for personal use or for gifts, in "noncommercial quantities," and not for resale.
- They must have been paid for with foreign currency or traveler's checks.
- They must be imported as accompanied baggage.

The new regulation affects only Chinese goods. Buying or importing goods made in North Korea, North Vietnam, or Cuba is still prohibited.

Educational Guides Available

As a Navyman, you have many opportunities to continue your education — if you know what schooling you want and how to get it.

The Navy wants to help. It provides the means for all enlisted men to gain at least a high school diploma or the equivalent; for career men to receive an associate degree; and for officers to earn a bachelor's degree or to do graduate work.

Now, to help you to decide and to carry out your decision, the Navy has developed a series of 67 educational guides, one for each enlisted rating.

The pamphlets provide a wealth of information on how to achieve an educational goal once you've decided on it. Each guide contains:

- Definitions of common educational terms;
- Discussions of credits, curricula and residence requirements;
- Information about opportunities and financial help for in-service education;
- A sample curriculum for an associate degree related to your rating;
- Information on college credits you may receive for Navy schools;
- Sample letters to colleges and universities;
- A summary of educational opportunities in the Navy.

Budget considerations prevented printing enough of the guides for individual distribution. However, a complete set of the guides has been sent to the Educational Services Office of every Navy unit.

If you're interested in continuing your education, consult the guides which will be available for reference purposes in your Educational Services Office.

HONOR ROLL OF

THE HONOR ROLL continues to grow as additional ships and stations are singled out to receive the Presidential Unit Citation, the Navy Unit Commendation and the Meritorious Unit Commendation.

The list below combines the names of those units listed in BuPers Notices 1650 of 25 and 27 Jun 69, and 18 Jul 69. Attention is invited to two revisions from earlier listings: The earlier award of the MUC to USS *Okinawa* (LPH 3) has been replaced by the NUC; the dates for the NUC awarded earlier to the USS *Providence* (CLG 6) have been modified by the latest notice.

Initial distribution of ribbon bars and facsimiles of citations has been made to individuals who were still attached to the cited activity at the time the award was made.

To date, ribbon bars and facsimiles have been issued to other eligible personnel only upon receipt of individual requests. BuPers Notice 1650 of 27 Jun provides for the procurement of ribbon bars and facsimiles of citations for those who have not received them.

Those individuals attached to and serving with the

Presidential Unit Citation

* Delta River Patrol Group (Task Group 116.1)	9 May 66 - 30 Jun 67
Commander River Patrol Force and Staff	
Commander River Squadron 5 and Staff	
Commander Delta River Patrol Group and Staff	
River Division 51	
River Division 52	22 Aug 66 - 30 Jun 67
River Division 53 (less River Section 533)	20 Jun 66 - 30 Jun 67
Helicopter Combat Support Squadron 1 Detachment 25 (HC-1, Det 25) (redesignated as Helicopter Attack (light) Squadron 3, Detachment 3 (HA (L)-3, Det 3) on 6 Apr 67)	19 Sep 66 - 30 Jun 67
Helicopter Combat Support Squadron 1 Detachment 29 (HC-1, Det 29) (redesignated as Helicopter Attack (light) Squadron 3, Detachment 1 (HA (L)-3, Det 1) on 6 Apr 67)	27 Sep 66 - 30 Jun 67
Helicopter Combat Support Squadron 1 Detachment 21 (HC-1, Det 21) (redesignated as Helicopter Attack (light) Squadron 3, Detachment 4 (HA (L)-3, Det 4) on 6 Apr 67)	13 Mar 67 - 30 Jun 67
SEAL Team 1, Detachment Alfa Lima Platoon	15 Apr 67 - 30 Jun 67
SEAL Team 1, Detachment Alfa	26 Feb 67 - 30 Jun 67
Boat Support Unit 1, Mobile Support Team 2	8 Mar 67 - 30 Jun 67
* Kitty Hawk (CVA 63) and Attack Carrier Air Wing 11 (CVW11)	23 Dec 67 - 1 Jun 68
Attack Squadron 75	
Attack Squadron 112	
Attack Squadron 144	
Fighter Squadron 114	
Fighter Squadron 213	
Heavy Attack Squadron 4 (Det 63)	
Reconnaissance Attack Squadron 11	
Carrier Airborne Early Warning Squadron 13 (Det 63)	
Carrier Airborne Early Warning Squadron 114	
Helicopter Combat Support Squadron 1 (Det 63)	
*Delta River Patrol Group	31 Jan 68 - 9 Apr 68
Commander River Patrol Force and Staff	
Commander River Squadron 5 and Staff	2 Mar 68 - 9 Apr 68
River Division 51 (Including River Sections 512, 513, 535)	
River Division 52 (Including River Sections 513, 522, 523)	
River Division 53 (Including River Sections 524, 531, 532, 533, 534)	
HA(L)-3 Det 1	
HA(L)-3 Det 3	
HA(L)-3 Det 4	
HA(L)-3 Det 5	
HA(L)-3 Det 6	
HA(L)-3 Det 7	
SEAL Team 2, Det Alfa, 6th Flt	31 Jan 68 - 18 Feb 68
SEAL Team 2, Det Alfa, 9th Flt	18 Feb 68 - 9 Apr 68
SEAL Team 1, Det Golf, 7th Flt	
SEAL Team 2, Det Alfa, 8th Flt	
MST-2 Det Dinh Thuy (redesignated MST-2 Det Alfa on 1 Jun 1968)	
MST-2 Det Vinh Long (redesignated MST-2 Det Bravo on 1 Jun 1968)	
*I Corps River Patrol Group	
Commander River Division 55 (redesignated River Squadron 55 on 1 Sep 1968)	31 Jan 68 - 29 Feb 68
River Section 521 (redesignated River Division 521 on 1 Sep 1968)	
*Detail Bravo, Construction Battalion Maintenance Unit 301 (previously listed as 26th Marines Detachment Mobile Construction Battalion Mobile Unit 301)	20 Jan 68 - 19 Feb 68

SHIPS AND UNITS

ships and units listed below during the period designated or any part of that period, are entitled to the award.

Eligibility may be established by documentary evidence in service records such as orders for officers and service record entries on pages 12 or 5 for enlisted men. When such records are not available, eligibility may be established by signing an affidavit, or Administrative Remarks, page 13, for enlisted personnel, similar to the following affidavit.

"I certify that I served on board the (name of ship or unit) from (date) to (date). This affidavit is made to confirm my eligibility for the (name of unit award)."

Note: Those ships and units receiving the actual citation are indicated by asterisks. Those without asterisks were supporting units attached to the ship, squadron or activity specifically named for the award. If the dates of eligibility for supporting units differ from the dates the ship or unit has been cited, the dates of eligibility are listed.

Here's the list of the cited ships and squadrons:

Navy Unit Commendation

* Bon Homme Richard (CVA 31) (Second award)	21 Feb 68 - 13 Sep 68
and Attack Carrier Air Wing 5 (CVW 5)	
Attack Carrier Air Wing 5	
Attack Squadron 93	
Attack Squadron 94	
Attack Squadron 212	
Fighter Squadron 51	
Fighter Squadron 53	
Light Photographic Squadron 63, Det 31	
Airborne Early Warning Squadron 111, Det 31	
Carrier Airborne Electronic Warfare Squadron 13, Det 31	
Helicopter Combat Support Squadron, Det 31	
Explosive Ordnance Disposal Group Pacific Team 6	
Commander Carrier Division 7	1 Aug - 13 Sep 68
* Enterprise (CVAN 65)(Second award)	22 Feb - 26 Jun 68
and Attack Carrier Air Wing 9	
Attack Squadron 35	
Attack Squadron 56	
Attack Squadron 113	
Fighter Squadron 92	
Fighter Squadron 96	
Reconnaissance Attack Squadron 1	
Airborne Early Warning Squadron 112	
Airborne Early Warning Squadron 13, Det 65	
Naval Security Group (Det 483)	
Commander Carrier Division 1	23 Apr - 26 Jun 68
Commander Carrier Division 3	22 Feb - 18 Apr 68
Heavy Attack Squadron 2, Det 65	
Helicopter Utility Squadron 1, Det 65	
* Fleet Air Reconnaissance Squadron 1 (Second award)	1 Dec 65 - 30 Nov 67
* Heavy Photographic Squadron 61	1 Jun 64 - 1 Jun 68
* Naval Support Activity, Da Nang (Second award)	16 Aug 66 - 15 Dec 67
Cargo Handling Battalion One, Det Juliet	15 - 25 Oct 65
Construction Battalion Maintenance Unit 301	1 Jun - 15 Dec 67
Naval Cargo Handling Battalion 2	15 Jun - 15 Dec 67
Assault Craft Division 11	16 Aug 66 - 15 Dec 67
Assault Craft Division 12	
Assault Craft Division 13	
Explosive Ordnance Disposal Mobile Unit, Pacific Team 12	
Explosive Ordnance Disposal Mobile Unit, Pacific Team 15	
Underwater Demolition Detachment Delta Team 11	
Underwater Demolition Detachment Delta Team 12	
Mine Division 12, Det 1	27 Nov - 15 Dec 67
* Naval Support Activity, Saigon	16 Mar 66 - 1 Jan 68
* Okinawa (LPH 3)	28 Apr - 31 Oct 67
Embarked units:	
Staff, ComPhibRon 9	28 Apr - 21 May 67
Staff, ComPhibRon 5	22 May - 31 Oct 67
Surgical and Casualty Evacuation Team, Amphibious Ready Group Alfa	11 Jul - 31 Oct 67
Tactical Air Control Squadron 13, Detachment Alfa	28 Apr - 26 May 67
Tactical Air Control Squadron 11, Detachment Alfa	27 May - 31 Oct 67
Beach Jumper Unit 1, Detachment Foxtrot	28 Apr - 31 Oct 67
* Providence (CLG 6)	25 Nov 66 - 8 Nov 68
* River Assault Flotilla 1, consisting of	
River Assault Flotilla 1	19 Jun 67 - 16 Jan 68
River Assault Squadron 9	19 Jun 67 - 16 Jan 68
River Assault Division 91	19 Jun 67 - 16 Jan 68
River Assault Division 92	19 Jun 67 - 16 Jan 68
River Squadron 11	19 Jun 67 - 16 Jan 68
River Division 111	19 Jun 67 - 16 Jan 68
River Assault Division 112	19 Jun 67 - 16 Jan 68

Benewah (AFB 35)	19 Jun - 19 Dec 67 12 - 16 Jan 68
Colleton (APB 36)	19 Jun 67 - 18 Dec 67
Askari (ARL 30)	19 Jun 67 - 16 Jan 68
APL 26	19 Jun 67 - 16 Jan 68
YTB 784	19 Jun 67 - 16 Jan 68
YTB 785	19 Jun 67 - 16 Jan 68
Kemper County (LST 854)	19 - 25 Jun 67
Vernon County (LST 1161)	19 Jun - 20 Aug 67
Whitfield County (LST 1169)	20 Aug - 29 Oct 67
Winchester County (LST 1167)	25 Oct 67 - 19 Jan 68
Riverine Survey Team	1 Jul 67 - 16 Jan 68
EOD Team 26	18 Sep 67 - 6 Jan 68
EOD Team 27	19 Jun 67 - 16 Jan 68
Harbor Clearance Unit, Team 4	24 Sep - 23 Oct 67
Harbor Clearance Unit, Detachment 3	7 - 29 Nov 67
5th Battalion, VNMC	10 Nov 66 - 30 Jan 68
* Jouett (DLG 29)	18 Feb - 29 Jun 68
Commander Destroyer Squadron 1	
* Task Unit 76.8.3, consisting of:	10 Nov 66 - 30 Jan 68 1 Mar - 30 Sep 68
Garrett County (LST 786)	
Harnett County (LST 821)	
Hunterdon County (LST 838)	
Jennings County (LST 846)	
* Ticonderoga (CVA 14) (Second award) and Attack Carrier Air Wing 19	28 Jan - 23 Jul 68
Attack Squadron 23	
Attack Squadron 92	
Attack Squadron 95	
Fighter Squadron 191	
Fighter Squadron 194	
Heavy Attack Squadron 4, Det 14	
Light Photographic Squadron 63, Det 14	
Airborne Early Warning Squadron 33, Det 14	
Carrier Airborne Electronic Warfare Squadron 11, Det 14	
Helicopter Combat Support Squadron 1, Det 14	
Explosive Ordnance Disposal Group, Pacific, Det 14	
CV Naval Security Group, Det 9	
Commander Carrier Division 3	27 Jan - 21 Feb 68
Commander Carrier Division 1	16 - 29 Mar 68
Commander Carrier Division 7	21 Apr - 23 Jul 68
* Thirtieth Naval Construction Regiment	1 Sep 66 - 31 Jul 67
MCB 1, MCB 3, MCB 4, MCB 5, MCB 6, MCB 7, MCB 8, MCB 9, MCB 11, MCB 40, MCB 58, MCB 62, MCB 71, MCB 74, MCB 133	
*U. S. Naval Hospital Yokosuka, Japan	1 Sep 65 - 1 Apr 69
*Mobile Construction Battalion 10 (dates adjusted)	7 May 65 - 7 Dec 65 17 May 66 - 29 Jan 67
*Support Activity Da Nang (Second award) (dates extended)	16 Aug 66 - 15 May 69
Naval Cargo Handling Battalion 2	15 Jun 67 - 15 Dec 67
Assault Craft Division 11	16 Aug 66 - 15 Dec 67
Assault Craft Division 12	16 Aug 66 - 15 Dec 67
Assault Craft Division 13	16 Aug 66 - 15 Dec 67
Explosive Ordnance Disposal Mobile Unit, Pacific, Team 12	16 Aug 66 - 15 Dec 67
Explosive Ordnance Disposal Mobile Unit, Pacific, Team 15	16 Aug 66 - 15 Dec 67
Underwater Demolition Detachment Delta, Team 11	16 Aug 66 - 15 Dec 67
Cargo Handling Battalion 1, Det Juliet	15 Oct 65 - 25 Oct 65
Construction Battalion Maintenance Unit 301	1 Jun 67 - 15 Dec 67
Underwater Demolition Detachment Delta Team 12 Mine Division 12 (Det 1)	27 Nov 67 - 15 Dec 67
*America (CVA 66) and Attack Carrier Air Wing 6	12 May 68 - 20 Nov 68
Heavy Attack Squadron 10, Det 66	
Helicopter Combat Squadron 2, Tactical Electronic Warfare Squadron 130, Det 66	

Meritorious Unit Commendation

* Annapolis (AGMR 1)	9 Jan 67 - 29 Jan 68
* Bennington (CVS 20) and Carrier Antisubmarine Air Group 59, consisting of:	21 Jun - 27 Oct 68
Antisubmarine Air Group 53	
Air Antisubmarine Squadron 53	
Air Antisubmarine Squadron 38	
Helicopter Antisubmarine Squadron 8	
Carrier Airborne Early Warning Squadron (Det 20)	
* Canberra (CAG 2) (First award)	9 Feb - 8 Jun 66 11 Oct 66 - 16 May 67
Staff, Commander Destroyer Squadron 20	8 - 22 Dec 66
* Canberra (CAG 2) (Second award)	17 Oct 67 - 19 Apr 68
Staff, Commander Destroyer Division 172	23 Oct - 5 Nov 67
Staff, Commander Destroyer Division 152	12 Mar - 10 Apr 68
* Chicago (CG 11)	Jun - Dec 66 Oct 67 - May 68
* Coastal Surveillance Centers and Staff of the Coastal Surveillance Force (Task Force 115)	1 Jan - 31 Dec 67
* Cochrane (DDG 21)	19 Feb - 13 Aug 68
* Destroyer Squadron 16	8 Mar - 20 Aug 67
Bigelow (DD 942)	
Allen M. Sumner (DD 692)	
Ault (DD 698)	
McCaffery (DD 860)	
Charles R. Ware (DD 865)	
Forrest Royal (DD 872)	

Dahlgren (DLG 12)	
Barney (DDG 6)	
* Edson (DD 946) (First award)	26 Feb - 5 Jul 67
* Edson (DD 946) (Second award)	2 May - 16 Aug 68
* Halsey (DLG 23)	3 - 26 Feb 68 23 Mar - 17 Apr 68 18 May - 3 Jun 68
Commander and Staff, Destroyer Squadron (SAR/AAW Commander, Tonkin Gulf)	
Helicopter Combat Support Squadron 7, Det 105	3 - 26 Feb 68
Helicopter Combat Support Squadron 7, Det 109	23 Mar - 17 Apr 68
Helicopter Combat Support Squadron 7, Det 108	18 May - 3 Jun 68
* Hancock (CVA 19) and Attack Carrier Air Wing 5	20 Jan - 14 Jul 67
Attack Squadron 93	
Attack Squadron 94	
Attack Squadron 115	
Fighter Squadron 51	
Fighter Squadron 53	
Heavy Photographic Squadron 4, Det B	
Light Photographic Squadron 63, Det B	
Carrier Airborne Early Warning Squadron 111, Det 19	
* Helicopter Training Squadron 8	1 Jul 67 - 1 Jul 68
* Hull (DD 945)	1 Feb - 6 Jul 68
* Jerome County (LST 848)	29 Nov 67 - 1 Jun 68
* Landing Ship Squadron 3	1 Jul 66 - 31 Mar 68
Blanco County (LST 344)	
Bulloch County (LST 509)	
Caroline County (LST 525)	
Clarke County (LST 601)	
Coconino County (LST 603)	
Hampshire County (LST 819)	
Iredell County (LST 839)	
Litchfield County (LST 901)	
Meeker County (LST 980)	
Park County (LST 1077)	
Pitkin County (LST 1082)	
Sedgwick County (LST 1123)	
Sutter County (LST 1150)	
* Landing Ship Squadron 9	1 Aug 65 - 31 Mar 68
Terrell County (LST 1157)	
Tom Green County (LST 1159)	
Vernon County (LST 1161)	
Washoe County (LST 1165)	
Washtenaw County (LST 1166)	
Westchester County (LST 1167)	
Whitfield County (LST 1169)	
Windham County (LST 1170)	
* Manley (DD 940)	2 Dec 67 - 13 May 68
* Mine Division 72	11 Nov 66 - 6 May 67
Firm (MSO 444)	
Embattle (MSO 434)	
Force (MSO 445)	
Prime (MSO 466)	
Reaper (MSO 647)	
* Mispillion (AO 105)	14 Apr - 16 Nov 67
* Mount McKinley (AGC 7)	30 Jul 67 - 21 Feb 68
* Naval Administrative Unit, Washington, D. C.	1 Jun - 1 Dec 68
* Naval Advisory Group, Vietnam	31 Jan - 1 Mar 68
* Naval Air Station, Cubi Point, Republic of the Philippines	1 Aug 65 - 30 Apr 68

* Naval Audit Service	31 Mar 67 - 31 Oct 68
* Naval Inshore Operations Training Center, Mare Island	22 Aug 66 - 1 Jun 68
* Passumpsic (AO 107)	27 Nov 67 - 23 Jun 68
* Petrel (ASR 14)	1 Jul 67 - 5 Mar 68
* Preserver (ASR 8)	11 Mar - 5 Apr 68
* Princeton (LPH 5)	23 Mar - 2 Aug 66 6 Mar - 27 May 67
* Ranger (CVA 61) and Carrier Air Wing 2	3 Dec 67 - 9 May 68
Attack Squadron 22	
Attack Squadron 147	
Attack Squadron 165	
Fighter Squadron 21	
Fighter Squadron 154	
Reconnaissance Attack Squadron 6	
Heavy Attack Squadron 2, Det 61	
Carrier Airborne Early Warning Squadron 13, Det 61	
Carrier Airborne Early Warning Squadron 115	
Helicopter Combat Support Squadron 1, Det 61	
* Robison (DDG 12)	26 Aug 67 - 9 Jan 68
* Special Project P-2E Flight Unit, Naval Air Facility, Johnsville	1 Oct 66 - 1 Jul 67
* Task Group 116.2	3 - 5 Aug 67
Commander River Division 54	
River Section 541	
River Section 542	
River Section 543	
Mine Squadron 11, Det Alfa	
SEAL Team, Det Golf	
Echo Platoon	
Juliett Platoon	
Kilo Platoon	
Mobile Support Team 3	
Helicopter Attack (Light) Squadron 3, Det 2	
* Task Unit 73.8.2	14 Jan - 19 Sep 67
Maury (AGS 16)	
Serrano (AGS 24)	
* Staff, Commander Submarine Development Group 2	21 Jul 64 - 22 Jan 68
* USN Military Department USNS Geiger (T-AP 197)	4 Sep 67 - 30 Sep 68
* Valley Forge (LPH 8)	30 Aug 65 - 9 Apr 66 7 Sep - 1 Dec 66
*Air Antisubmarine Squadron 24	1 Jan 67 - 3 Sep 68
*Amphibious Construction Battalion 1, Det Delta	28 Jun 67 - 31 Dec. 67
*Davis (DD 937)	26 Sep 68 - 9 Mar 69
*U. S. Fleet Weather Facility Keflavik, Iceland	1 Jan 68 - 30 Sep 68
*Heavy Attack Squadron 21	14 Jan 68 - 1 Dec 68
*Inshore Undersea Warfare Group 1, Western Pacific Detachment, Unit 5	1 Feb. 68 - 3 Dec. 68
*Mauna Kea (AE 22)	2 Mar 68 - 6 Oct 68
*Officer in Charge of Construction Naval Facilities Command Contracts, Thailand	1 May 65 - 1 Jul 68
*Hugh Purvis (DD 709)	26 Sep 68 - 10 Mar 69
*Rainier (AE 5)	11 Jul 68 - 18 Feb 69
*Rogers (DD 876)	14 Jan 69
*Joseph Strauss (DDG 16)	12 Aug 68 - 18 Feb 69
Staff, Commander DesRon 11	
Staff, Commander DesDiv 362	
*U. S. Naval Supply Depot, Yokosuka, Japan	1 Jan 66 - 31 Dec 68

Letters to the Editor

Permanent Promotions

Sir: I'm in need of information concerning eligibility requirements for Temporary officers who wish to advance to the permanent enlisted rates of senior and master chief petty officer.

BuPers Notice 1418 of 18 Dec 1968 specifies the requirements for advancement, but does not mention how much time must be served in each pay grade subsequent to advancement to the next higher pay grade.

Where can this information be found?—L. N. W., LT, usn.

- *Guidance concerning advancement of temporary officers in their permanent enlisted grades is contained in Article 302.9.6 of the "Manual of Advancement" (NavPers 15989).*

This article states that before you may participate in the annual Navy-wide examination for advancement to either senior or master chief petty officer, as an officer you must satisfy the service requirements for advancement.

That is, an officer whose time in rate as a CPO is three or more years may compete for advancement to SCPO. For advancement to MCPO, the officer must have served two or more years as a SCPO. Time served in both enlisted and officer status is creditable.—Ed.

Uncovered Watchstander

Sir: When a watchstander, wearing a guard belt or watch armband, enters a wardroom mess, chiefs' mess or general mess while meals are being served, is he required to uncover?

I contend he is; however, if meals are not being served, he is not.—TMC C. S., usn.

- *If in the course of his watch an officer or enlisted watchstander wearing sidearms or pistol belt has occasion to enter a space where a meal is in progress (or where divine services are being conducted), the general practice is to uncover.*

If a meal is not in progress (or divine services are not being conducted), then the individual on duty (watch) remains covered, as you said. What's more, if he is to address an officer, or is addressed by an officer, the covered watchstander should render the salute. The fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered, he returns the salute; if not covered, he, of course, does not return it, but instead acknowledges the salute with a nod or greeting.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

GI Bill in the Philippines

Sir: I am a Filipino citizen who will soon complete my four years of active duty in the Navy. I don't know yet whether I'll ship over or not.

Would I be able to get GI Bill benefits to finish my studies in the Philippines when I get out of the service?

Would I be eligible for an FHA loan to buy a house in the Philippines?—TN S. B. S., usn

- *GI Bill, yes. FHA, no.*

You may receive GI Bill assistance for a program of education outside the U. S.—if the institution you plan to attend is approved by the Veterans Administration. For specifics, contact the VA Regional Office, Roxas Blvd., Manila.

However, the experts on veterans' affairs in BuPers inform us that VA/FHA loans to buy houses are available only in the United States.—Ed.

No Departmental E's

Sir: Until last year, men in ships' departments which received excellence awards could wear the "E" on their uniforms. OpNav Instruction 3590.4B of 2 Apr 1968 canceled this privilege; however, it stated that "action is being initiated to propose a distinctive uniform insignia to be worn by personnel for attainment of excellence. . . ."

uss *Okinawa* (LPH 3) Air Department has received the yellow "E" five years in a row. We would like to know what progress is being made in the area of uniform insignia.—LCDR H. N. P., usn.

- *Sorry, no uniform insignia is now allowed for departmental awards.*

The Navy Uniform Board considered the proposal to adopt a distinguishing mark to recognize departmental or mission area excellence last year. Several designs were produced and considered.

However, the proposal was rejected. In the first place, the board decided that departmental "Es" on the uniform would reduce the prestige of the Battle Efficiency "E" earned by the whole ship or unit. Besides, the great number of transfers in the Fleet today make it very difficult to administer the awards.

Therefore, OpNav Instruction 3590.4C of 4 Feb 1969 canceled the notice you cited. Paragraph 8d of the new instruction prohibits the wearing of distinctive uniform insignia for departmental awards.

But even if your men can't wear the yellow "E" on their jumpers, it's still up there on pri-fly for all the world to see. Congratulations.—Ed.

Retirement and Compensation

Sir: On the date of my retirement I will have 27 years' active service, 10 of which will have been consecutive in a commissioned status as a lieutenant.

However, I want to retire in my permanent enlisted status and be placed in the Fleet Reserve. If I am, will I be eligible to accept a government position without being subjected to the dual compensation act?

On the other hand, if I request to be placed on the retirement list for officers in the highest rank attained while on active duty, will I then be subject to the act?

One last question. If I am placed in the Fleet Reserve, how long afterward may I request retainer pay as an officer?—R. P. L., LT, SC, USN.

• *Members of the Fleet Reserve are not subject to the pay restrictions contained in the Dual Compensation Act of 1964.*

Further, it has been held by the Comptroller General of the United States that a member of the Fleet Reserve who, upon retirement from the Fleet Reserve, is advanced on the retired list to a warrant or commissioned grade, is not subject to restrictions of the act.

Therefore, you may accept a government position as the law now stands.

As a member of the Fleet Reserve, you would be transferred to the Retired List of the Navy on the first day of the month after the date on which you complete 30 years' total service (unless you are retired earlier for physical reasons). You would be concurrently advanced on the retired list to the highest temporary officer grade in which you served satisfactorily as determined by the Secretary of the Navy, with entitlement to retired pay based on the applicable basic pay to which advanced.—ED.

No Transfer for Vet Benefits

SIR: I don't plan to use my GI Bill benefits for myself; however, I heard that dependent wives can use them after separation of the serviceman. My wife would like to use the bill to attend college. Are the benefits transferable?—LTJG G. M. L., USNR.

• *Sorry, they aren't. For that matter, any Veterans Administration benefits that you don't use yourself are not transferable to members of your family.*

You may have had in mind the recent authorization of educational benefits for wives of deceased or totally disabled veterans, which gives them the same assistance that children receive under the War Orphans Education Program.

Under these programs, wives and children of deceased or disabled veterans receive amounts ranging from $60 monthly for half-time school work to $130 for full-time study, for up to 36 months.

For dependents to qualify, the serviceman's disability must be classified as total. Death or disability must be a result of military service.—ED.

Lengthy History for Signalman

SIR: A friend and I are unable to get together on:

The year the Signalman rating was established.

The month and year conversion to SM was authorized.

The month and year of the first exams under the SM conversion program.

The year that pay grades E-8 and E-9 were authorized.

The year the Senior and Master Chief grades actually were awarded to Navymen.

We're far apart in our recollections, but we'll go along with yours.—S. A., QMC, USN.

• *As a matter of historical interest, there was a Signal Quartermaster rating from 1865 to 1883. The Signalman rating, as such, was established in 1921.*

In 1948, SM was discontinued and its functions were integrated with Quartermaster.

The SM rating was reestablished in April 1956, and conversion to SM was authorized five months later.

The first exams under the conversion program were administered in February 1957.

Congress acted in 1958 to establish pay grades E-8 and E-9. The Navy selected its first Senior and Master Chiefs in November of that year.—ED.

SPRAY DAY—Destroyer USS Edison (DD 946) is refueled by Seventh Fleet Carrier USS Hancock (CVA 19) in rough seas

Admiral John J. Hyland speaks with Vietnamese Seaman Tich Co Hai during a visit to the Mekong Delta. Hai is one of many Vietnamese Navymen training with U. S. Navy crews on river patrol boats in the Mekong Delta—Photo by PH2 S. Langley.

On the Naming of Ships

SIR: I was surprised to read (ALL HANDS, June 1969) that the former small aircraft carrier *Saipan* (CVL 48) had her name changed when she was converted to a communications relay ship (AGMR 2).

Saipan's sister ship, *Wright* (CVL 49), underwent no name change when she was converted to a command ship (CC 2).

Why this inconsistency?—W. E. G., ADRC, USNR (Ret.)

• *It is usually a policy to retain the name of a ship when it is reclassified, particularly if the ship had been named to honor a person.*

In keeping with this, Wright *(named for Orville and Wilbur Wright) kept her name when converted to a command ship (CC 2).*

Before the first major communications relay ship (AGMR) joined the Fleet, it was decided that a new name source should be adopted for the type: appropriately, sites of the Navy's first communication test stations (cities or counties).

The first AGMR, formerly the escort carrier Gilbert Islands *(CVE 107), joined the Fleet in December 1963, and was named* USS Annapolis *to honor the city in Maryland in which the Navy had established one of its first wireless test stations.*

When Saipan *was converted to the AGMR 2, she was named* USS Arlington *to honor the county in Virginia in which an experimental Navy radio station had been established in 1910.*

Since neither Saipan *nor* Gilbert Islands *had been named to honor a person, there was no deviation from the "usual policy" mentioned above.* —ED.

A Matter of Nomenclature

SIR: In your answer to a letter about Eugene Ely's landing on and takeoff from USS *Pennsylvania* in 1911 (ALL HANDS, October 1968, p. 30), you identified the ship as a battleship. To the best of my memory, *Pennsylvania* was an armored cruiser.

There were 10 armored cruisers at that time. All were named for states, then later renamed after cities in the states they were originally named for.

Two were lost: *Memphis*, formerly *Tennessee*, wrecked by a tidal wave in 1916 at Santo Domingo; and *San Diego*, formerly *California*, sunk by the enemy during World War I.

The 10 were commonly referred to in the Cruiser Force as the "Big Six" and "Big Four." There were also three ships called "protective cruisers"—*Charleston, St. Louis* and *Milwaukee.*

All 13 were four-stacker coal-burners. I remember we used to leave New York on convoy duty with bags of coal stacked on the quarterdeck. As the coal was used out of the coal bunkers, the deck force would dump the bags down chutes into the bunkers.

The big ships were an impressive sight when they were cruising together. Could you refresh my memory on their names?—MMC W. J. Swaney, USN (Retired).

• *With pleasure, Chief, in return for your lesson in naval history.*

We had assumed, without thinking too much about it, that since Pennsylvania *was named for a state, she had to be a battleship. When we got your letter and checked various references, we were reminded that state names were used for both battleships and cruisers in the pre-WW I days.*

You're right. Pennsylvania *(ACR4) was an armored cruiser, one of six in her class. In 1912, the year after Ely's flight, her name was changed to* Pittsburgh. *The name* Pennsylvania *was then assigned to the new battleship (BB 38), commissioned in 1916, that went on to WW II fame.*

The newly named Pittsburgh *served in Mexican, South American, European and Asiatic waters until she was decommissioned in 1931. Later, another cruiser bearing the same city's name served from 1944 to 1946.*

Here's how "Jane's Fighting Ships" of 1914 lists the American cruiser forces:

Ten armored cruisers—four "Washington" *(officially* Tennessee*) class and six* "California" *(officially* Pennsylvania*) class. (The Navy's official system of assigning ships to classes uses the name of the ship with the lowest hull number; "Jane's" used a different system.)*

*Five first-class cruisers—*Brooklyn *and* Saratoga *(old armored cruisers carried on the Navy List by 1914 as "first-class") and the three* St. Louis *class ships you mention:* St. Louis, Charleston *and* Milwaukee.

Four second-class cruisers, 11 third-class cruisers, and two protected cruisers.

An armored cruiser, by the way, was one carrying both belt armor and an armored deck; a protected cruiser had armor only on the deck;

and an "unprotected cruiser" had to get out of the way of projectiles.

The Tennessee *class "Big Four" each carried four 10-inch, 40-caliber guns and 16 six-inch, 50-caliber as main armament. The "Big Six" of the* Pennsylvania *class were armed with four 8-inch/45's and 14 six-inch/50's.*

As you point out, all 10 had their names changed from states to cities at various times between 1912 and 1920. Their old names were then given to battleships.

Here are the old and new names, as given by the Ship's History Section, in order of hull number. The first six are Pennsylvania *class, the last four* Tennessee *class. All were designated "ACR."*

4 Pennsylvania/Pittsburgh
5 West Virginia/Huntington
6 California/San Diego
7 Colorado/Pueblo
8 Maryland/Frederick
9 South Dakota/Huron
10 Tennessee/Memphis
11 Washington/Seattle
12 North Carolina/Charlotte
13 Montana/Missoula

Memphis *and* San Diego *were lost as you said. All the others except* Pittsburgh *and* Seattle *were decommissioned by 1927.*

Thank you for correcting our error. And special thanks for sharing your memories of the coal-burning Navy. —Ed.

Pay and Excess Leave

Sir: When leave cannot be obtained, because of a command's shortage of personnel or operating schedule, is there any provision for crewmen to be paid for leave lost due to exceeding the maximum 60 days that may be carried on the books at the beginning of a new fiscal year?

There's scuttlebutt around this ship that if a man has had three leave requests turned down and presents the rejected chits to the disbursing officer, he may be paid for days lost over the 60-day maximum. Is this true?—CS2 M. J. S., usn

DIVING BELL—Boatswain's Mate 3rd Class Terry E. Cringan and Fireman Roy Hoffman hold bell of *USS Snapper* (SS 185) found at Pearl Harbor.

• *There is no provision to compensate an individual who lost leave as a result of having his leave requests denied.*

This prohibition is based on law—the Armed Forces Leave Act of 1946, as revised and reenacted by Congress. The regulations are outlined in "BuPers Manual," article C-6105 (1), which states that leave accumulated in excess of 60 days at the beginning of a fiscal year, on first extension of enlistment, or on discharge or separation "is irrevocably lost and may not be taken or compensated for in cash."

You may accumulate more than 60 days of leave during *the fiscal year; but you must use the extra leave before the beginning of the new fiscal year (1 July) or you'll lose it.*

There's a very good reason for the rule. It's intended to discourage people from working themselves to death.

The Navy recognizes the value—for that matter, the necessity—of a vacation. If you take a few days off when you can, you'll come back to work refreshed, with new vigor. You feel better, and you're more of an asset to the Navy.

Of course, commanding officers must control the granting of leave according to the needs of the service. There will be times when it is impossible to give leave because of operational commitments.

During World War II, for example, when ships were often deployed for years, a man might not be able to take all the leave to which he was entitled because of the pace of operations.

But we know of very few units that have such rigorous schedules today. In nearly all cases, there's time for R&R—if you're willing to take it at the appropriate time.

We suspect that most leave-accumulating problems arise from hoarding leave until late in the fiscal year, then requesting it at the last minute when operations or other needs of the unit will not allow it. Planning your leave for times when your unit has a lull in activity will usually avoid the problems.

A full discussion of leave appears in this issue on page 32.—Ed.

By the Numbers

Sir: In one of your back issues (April 1969, page 62) there is a picture of an old battleship, uss *Texas*, including what appears to be a clock in the top part of the picture. However, the best we could count, it has only 10 numbers, so we guessed it must be a timer of some kind. Could you help us out?—ADR1 G. H., usn.

• *Good guess, but you're not even warm. The device is a range dial, used to indicate target range (distance from the ship to surface or shore targets) in thousands of yards to ships in company. One dial was mounted facing forward, another facing aft.*—Ed.

Signatures

Sir: The sample formats and exhibits of official correspondence appearing in *BuPers Manual, Navy Regs* and the *Correspondence Manual* show the signature as A. B. Sea—never as Able B. Sea.

Am I to assume that officers are expected to sign their names using first and second initials only? Or may they sign their first name, middle initial and last name as they wish?—M. P. M., PN2, USNR-R (TAR).

• *There are no specific rules regarding the form of signature to be used in official correspondence, so we are told by the Naval Records Management Branch.*

Generally accepted, and the most common form preferred by individuals, is the first name, middle initial, and last name.

The authors of the "Department of the Navy Correspondence Manual" indicate that the next revision will contain alternate forms of signatures, that is, A. B. Sea, Able B. Sea, A. Baker Sea, and Able Baker Sea, to avoid any inference that only one form is permitted.—Ed.

Cap Devices Will Be Worn

Sir: I have two questions that may be of interest to senior and master chief petty officers.

First, I have heard that some senior and master chiefs are not wearing the new cap devices. *Uniform Regs* say the new devices are regulation on receipt of a notice dated 19 Jan 1969. I wear the device, but some SCPOs and MCPOs tell me that, despite the notice, USN chiefs don't wear them. Who is correct?

Also, am I rated as an SPCM or MMCM? I came up through the Machinist's Mate path of advancement.—W. H. R., MCPO, USNR.

• *The new cap devices are to be worn by ALL senior and master chiefs, no matter what their status. And you're a Master Chief Machinist's Mate.*

BuPers Notice 1020 of 14 Jan 1969 gave the information on the new cap devices for senior chief (one star on the anchor) and master chief (two stars), and directed that the requirement was to be incorporated in "Uniform Regulations." All senior and master chiefs, Regular or Reserve, are expected to wear the new devices. Those who don't would appear to be trying to write their own regs.

Another BuPers Notice (1440 of 19 Dec 1968) announced the decompression of the SP (Steam Propulsionman) rating to the original BT and MM ratings at the master-chief level. Effective 15 Feb 1969, all SPCMs reverted to their original designations, depending on their backgrounds, to become MMCMs or BTCMs.—Ed.

Polaris Pin

Sir: You published an article on the *Polaris* breast pin award in your June issue. I made a *Polaris* cruise in 1964. This command's most recent *Awards Manual* does not provide any information on the pin.

What are the qualifications and the procedure for applying for the pin?—CDR E. D. I., CHC, USN.

• *As long as you completed one or more successful* Polaris *patrols, Chaplain, you may wear the SSBN Deterrent Patrol Insignia with one star for each patrol after the initial patrol. The pin itself represents the first patrol. You're considered to have sufficient authority if you have evidence in your record that you were attached to an SSBN during the patrol or patrols.*

The pin (like other breast insignia, including the dolphins) is not issued. You may buy it at Navy Exchanges without submitting documentary evidence of your eligibility.—Ed.

Credit Where Credit Is Due

Sir: Are men in the gunner's mate rating authorized to wear right arm specialty badges for Mount Captain, Gun Trainer or Gun Pointer?

Our personnelman says no, but it seems logical to me that a rated gunner's mate would be most qualified to display such special qualifications.

Care to get into it?—K. L. C., GMG2, USN.

• *First, let's get together on some definitions from "Uniform Regulations."*

A SPECIALTY MARK *is the indication of rating centered between the eagle talons and upper chevron on a rating badge. Each rating has its own specialty mark, and we happen to know that yours, for example, is crossed gun barrels.*

You are referring to a DISTINGUISHING MARK *which, on the other hand (or sleeve, get it?), is an embroidered device which symbolizes a special qualification not usually associated with the rating of the man so qualified. A distinguishing mark is worn on the right sleeve, midway between shoulder and elbow.*

"Uniform Regulations" (article 0653) lists various distinguishing marks that are authorized for wear on the enlisted uniform. There are marks for divers, coxswains, EOD technicians and others, but for the purposes of this discussion, we'll stay with Mount Captain, Gun Trainer and Gun Pointer.

And here's where your personnelman showed that he knows his manuals.

"Uniform Regs" makes it clear that distinguishing marks may be worn only by those who qualify under terms of the "BuPers Manual."

And the "BuPers Manual" makes it clear that a gunner's mate is not eligible to be a Gun Pointer, Gun Trainer or Mount Captain.

There's a reason for this apparent inconsistency.

Remember that we're talking about special qualifications not normally associated with a man's rating.

As a gunner's mate, chances are you already know how to operate a gun mount. Proof of this ability shows up in the crossed gun barrels you display as a specialty mark.

It's the man in some "outside" rating who qualifies as a Mount Captain, for example, who deserves the distinction of a distinguishing mark.

Why are outsiders assigned to gunner's mate-type duties?

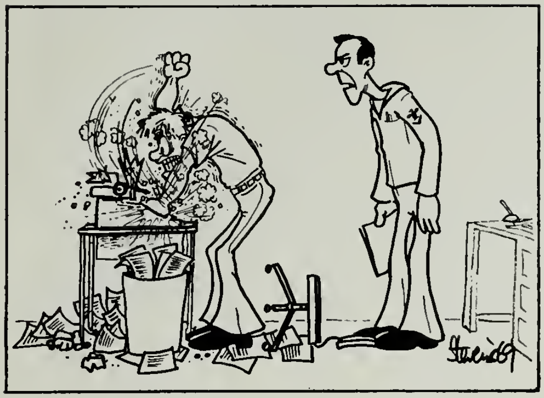
That's easy. The number of rated gunnery personnel is not adequate to man all the Navy's gunnery equipment. Additional gunners must be obtained from other ratings.

Awards of right arm distinguishing marks such as those for Mount Captain (gun barrel), and Gun Pointer and Gun Trainer (cross wires of a gunsight), give credit to those who take the time and effort to qualify in skills outside their ratings.

"BuPers Manual" (chapter 7, section 5) has a full discussion of qualifications for these and other distinguishing marks.—Ed.

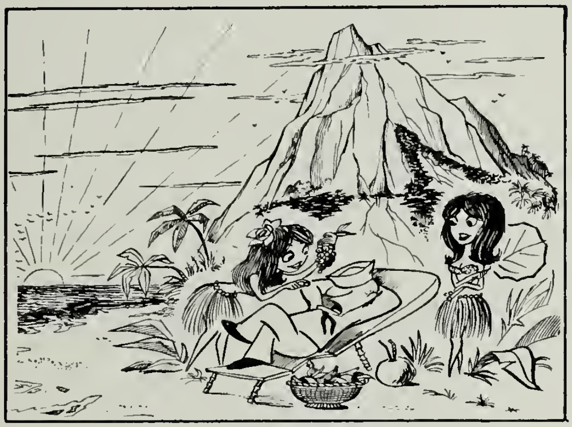
page 63

CYN3 Gregory L. Stevens, USN



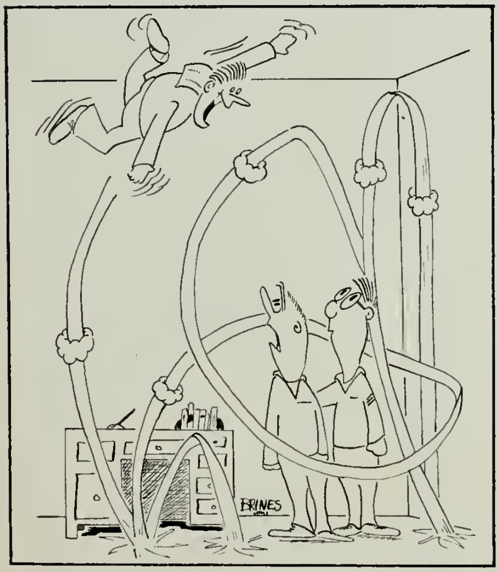
"Patience is a virtue, Seaman Flagle."

YNSA Dean E. Yeagle, USN



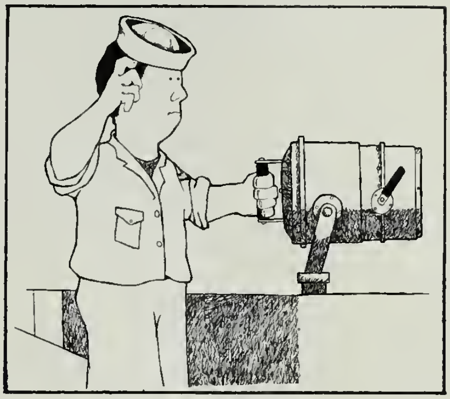
"Just my luck . . . stuck in a port without an EM Club."

HM1 George P. Brines, USN



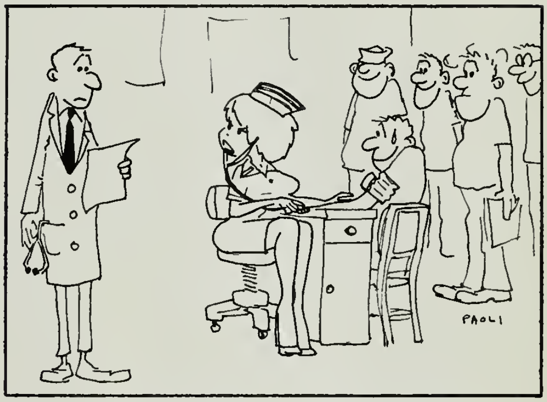
"Gee, all I said was, 'You made first class' "

SN Larry R. Moore, USN



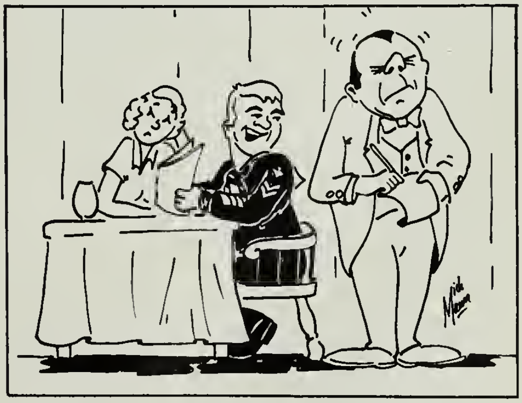
"Let's see now . . . 'I' before 'E' except after. . . "

IC1 Jeremiah H. Paoli, USN



"Doctor, they all have high blood pressure!"

CTC Ernest M. Mawn, Jr., USN



"Let's start off with P4 paren 2 paren, then I'll have a couple of GPC (J94 Types). Make it Q57 instead of Q43 (1) . . The little lady would like J77 . . smothered in 013 . . . Q43,Q13 and just a dab of Q72 . . . "

TAFFRAIL TALK

ONE OF THE GREAT strengths of the Navy is the mobility of its ships. But there's one useful vessel that has never moved —or even gone near the water.

She's named *Recruit.* As everyone who went to boot camp at San Diego remembers, she's a two-thirds-scale model of a destroyer escort (landlocked) used to provide recruits with practical experience in shipboard skills.

Recruit is 20 years old this year. She can boast of having had more Navymen serve aboard her than on any other ship—somewhat more than 950,000. And according to NTC San Diego, she's also the fastest ship in the Navy. (Made fast in concrete, get it?)

That pun has another meaning for many Naval Academy graduates, who remember USS *Reina Mercedes,* station ship at Annapolis for 45 years. The old cruiser, captured in the Spanish-American War, was used at various times as quarters for enlisted men, the home of the commanding officer, and a brig for midshipmen until her decommissioning in 1957.

A braced plebe could expect the question: "What is the fastest ship in the Navy?" Few knew the right answer—*Reina Mercedes.*

But *Reina* was moved to Norfolk every few years for overhaul. Her longest period of immobility was from 1939 to 1948 —nowhere near *Recruit's* 20-year record.

Another of *Recruit's* rivals for the fastness title, until this year, was *Pandemonium,* a 172-foot mockup used by students at the damage control school at Treasure Island. But a house-moving firm took *Pandemonium* on her first voyage this summer —a truck-towed cruise from her original position to a new concrete berth at the other end of the island.

Then there was *Illinois,* a facsimile battleship built of brick, cement and steel on piles in Lake Michigan. A replica of the *Oregon*-type battleship which was then under construction, it drew immense crowds to view the naval exhibit of the 1893 Exposition. After the fair closed, this concrete ship was used as the headquarters of what was then called the "Great Lakes Training Squadron."

And, although not a contender for the title of "fastest," the real *Illinois* (BB 7) after her active-duty career, did remain more or less immobile for more than 30 years as a floating armory for the New York Naval Reserve. It was in this capacity that, in 1941, she was redesignated IX 15 and renamed *Prairie State* to allow her name to be assigned to a projected new battleship.

Thus, although *Recruit* is by no means the only "fast" ship in the history of the U. S. Navy, few of her companions in the annals of non-movement can equal the tramp of many feet as new Navymen learn principles of casting off and mooring, moving about during emergency drills, and phone-talking procedures.

Below decks, at the concreteline (it can't be called a waterline, now can it?), are classrooms. TDE 1—that's Recruit Training Destroyer Escort One, if you aren't up on your ship classifications—is fully equipped with signal halyards, standard deck gear, anchors, engine room telegraph and wheel.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

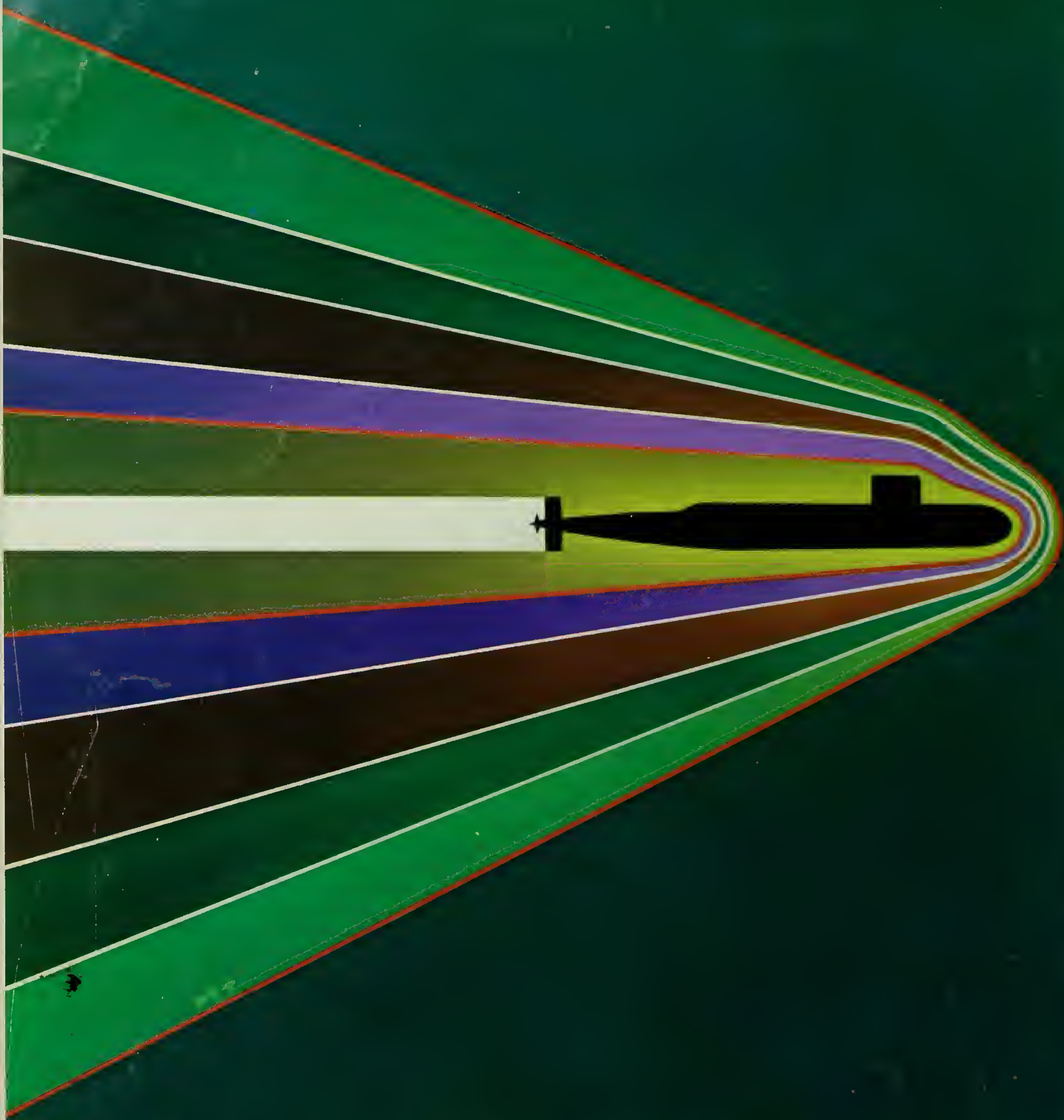
Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: VIEWPOINT—The 900-foot flight deck of USS Franklin D. Roosevelt (CVA 42) looks mighty small as Navy pilot CDR Christopher Withers prepares for an arrested landing at 8000 feet.



moving forward...
U.S. NAVY IN INNER SPAC

ALL HANDS

359.05
.A416

ECEMBER 1969

n this issue: SEAVEY

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1969 Nav-Pers-O NUMBER 635

VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel
REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel
CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Those Daring Young Men in Their Floating Machines—Parachute Trainees 2
The Big Jump 4
USS Tripoli: Pictured on Canvas 8
Dangerous Mission at Rung Sat 10
Navy Sports Worldwide: Armed Forces Join in Sports Programs at Home and Abroad 12
The Boilermakers: An Elite Group of Professionals 16
Cosson Hall: This Is a Barracks? 18
USS Concord: She Needs a Computer 20

Departments

Letters to the Editor 22
Navy Cartoon Page 63

Special Report: SEAVEY

Roundup on Rotation from Sea to Shore 29
Rating Control Gives You Personal Attention in Shore Assignments 34
Your Contact in Rating Control 35
Tour Lengths at Overseas Duty Stations 36
Overseas Activities Considered Shore Duty for Rotation 38
Sea Activities Considered Neutral Time 40
Table of Shore Duty Billets for All Ratings, Alphabetically by States 42
Tour Lengths in Continental U. S. 62

Taffrail Talk 64

John A. Oudine, **Editor**
Associate Editors
G. Vern Blasdell, **News**
Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

• FRONT COVER: LINE NUMBER ONE—ALL HANDS staff artist Mike Tuffli created the front cover drawing, adapting it from a photo by PH1 Charles Jarvela, USN. It shows SN Ben Mullins placing a line around a bollard as a ship draws into port at Newport, R. I., Naval Base.

• AT LEFT: A SALUTE to the Apollo 12 astronauts, (from left), CDR Charles Conrad, Jr., CDR Richard F. Gordon, Jr., and CDR Alan L. Bean.

Photos in column at left: (1) Trainees don their main parachutes in preparation for qualifying jump. (2) Students practice exiting aircraft using mockup of C-117. (3) Each jumper receives two equipment checks before boarding aircraft. Above: Wolker McCrow radios instructions to student attempting landing in drop zone. Below: All parachuting students learn packing process.

Photo at top: Parachuting student LTJG William Sorg holds stable position as pilot chute pulls out main canopy during practice jump. Photo above: Parachute instructor rides his canopy to drop zone.

Those Daring Young Men in Their FLOATING MACHINES

ARCH IS KING!

This statement is firmly fixed in the minds of instructors and students of the Naval Parachute Course I (basic Class C) at the Naval Air Technical Training Center, Lakehurst, N. J.

The parachuting course was created to teach professional parachuting methods to Navy personnel attached to commands requiring a parachuting capability to perform their mission. For example underwater demolition teams, SEALs, Pararescue teams, etc.

Who is Arch? Instructor PR1 William R. Thompson of NATTC explains the term—arching the body is the most important factor in making a stable free fall descent. If the jumper remains stable while falling, the possibility of a malfunction of the parachute on opening is greatly reduced.

Classroom work takes up the first two days of the two-week course. History of the parachute, stable exit and stable free fall positions are shown and practiced on wooden mockup trainers. Principles of controlling the 35-foot, steerable canopy and how to successfully execute a parachute landing fall are explained and demonstrated.

Early in the morning before starting classes, a vigorous physical exercise period is held which includes a two-mile run. "Physical fitness plays a major role in reducing injuries and increasing alertness, and adds to the safety of parachuting," says PRC Charles S. Seymour, senior instructor and member of the Navy Parachute Team.

Saturation instruction in and repetition of safe parachuting principles during the first two days cause automatic reaction by students as to what they will do in case of a malfunction.

"Look, reach, pull, and punch!" becomes the reaction to releasing the reserve parachute in case the main canopy fails to open. PR1 Walker McCraw may ask a student what he is thinking of or "Who is king?" The answer is automatic, "Arch is king!"

On the third day, weather and aircraft availability permitting, the students (averaging 10 a class) make their first jumps. They will learn to fight against their natural instincts—jumping from high places, reversing body arch upon being hit by 100 knots of wind, and pulling up their feet when nearing the ground. For some it is their first jump. Others might have previous military or sport parachuting experience, but all will make static line jumps until they have mastered the stable exit and dummy ripcord pulls.

To aid the students in canopy control and safety, one-way radio receivers are carried on the reserve parachutes. Instructions are given to aid the student in his descent and landing.

When good weather prevails, the class can make as many as six jumps a day into the 4000-foot diameter drop zone at NAS Lakehurst.

For some men parachuting comes naturally and for other men not so endowed it requires hard work and many more jumps to qualify as a naval parachutist. One thing in common to all men, even experienced jumpers with hundreds of jumps, is the case of butterflies just before the jump master says, "Go!"

To meet the physical qualifications for the school a volunteer must be able to do 25 pushups, 35 situps, and run a mile and a half in 12 minutes. These minimum requirements are increased as the course progresses.

After two weeks, 60 per cent of the class will qualify, having made five stable, five-second delay, free fall jumps. The other 40 per cent will have dropped out, realizing that "Arch" wasn't their king!

—Story and photos by
PHC B. M. Andersen, USN.

Jump master, PR1 Walker McCraw, stands in door waiting to give instructions to student jumpers lined up for static line jump test.

The BIG

The preceding account tells part of the story of parachute training at Naval Technical and Training Center, Lakehurst, N. J. Now, ALL HANDS presents an "I-was-there" account by a Navyman who actually went through a parachute training program culminating in a series of jumps in Vietnam. Navy Lieutenant (jg) Jerry Fletcher relates his experience as a jump trainee with the Vietnamese Army's Airborne Division.

The words were strange to me, the sound unfamiliar to my ears—but I could almost understand the meaning as I listened to the Chief of Staff of the Vietnamese Army Airborne Division present the challenge to the new class.

I wondered if any of the others standing there felt as I did—proud to have made it through two days of physical tests and still be able to stand for the opening day kickoff.

The first day had been easy—I spent most of the morning filling out forms. Major Tran Van Vinh, Commandant of the School, assigned me to Master Sergeant Nguyen Van Kinh, an experienced instructor

Mojor Tran Van Vinh, Cammandont of the Vietnamese Airborne Training Schaol, pins jump wings on LTJG Jerry Fletcher during graduation ceremonies at Ton Son Nhut Air Base. Below: Students foll eorthward during troining jump.

JUMP

who spoke good English. There were 286 others in the class, officers and men of the Vietnamese forces.

The very first item of business was physical fitness tests—a blur of running, pullups, situps, knee bends, rope climbs, running, running.

Was I tired! After a thorough examination by the doctor to see if we were all physically fit, Sergeant Kinh dismissed us with instructions to report at 0600 the next morning.

When I arrived at the training area the next morning, many of the trainees were already boarding trucks. I spotted SGT Kinh in the bright red cap which all the instructors wore and headed his way. He issued me a field pack, helmet and carbine and loaded me aboard one of the trucks.

THE SUN was just beginning to show its rays over the horizon as the trucks headed out. The sergeant came back to where I was sitting to explain the object of the next test—to cover eight kilometers as quickly as possible. It was permissible to walk some to catch your breath, but most of the route must be covered by running since we were to be timed and graded.

Soaking wet with sweat, rivulets running down my back, I struggled across the finish line, my breath coming in hot, hoarse gasps.

After a 30-minute rest we were informed that a one-mile speed run, still in full gear, was next. I didn't even think I could get up, but somehow I managed to finish that mile.

My training really began in earnest the next day as we started learning how to fall. This important lesson was drilled into us over and over. We practiced hitting the ground until everyone's knees and hips were a mass of bruises.

To test how well we had learned to fall, we swung off a 10-foot platform on a trapeze. On command we would let go of the trapeze and hit the ground, falling and rolling.

After this and other training was completed and we had learned how to put on the parachute harness, we graduated to the 34-foot tower. Cables run from the tower to the ground. You ride down on a pulley attached to the risers of the parachute harness. This training simulates exiting the aircraft and the feel of the chute opening.

It's not the easiest thing in the world to stand at the top of that tower and jump off into space, but we repeated it until it became almost automatic to stand in the doorway and jump.

Repetition was the order of the day for the first two weeks.

FINALLY the training routine had come to an end. This morning we are to jump.

The sun rose over the horizon as we gathered at the airfield. The parachutes being issued from the trucks are new, not at all like the old ones we used in the ground training.

Great care is taken to see that everyone is harnessed and adjusted properly. Then the waiting begins. Two C-119s of the Vietnamese Air Force are taking us up to jump. They will have to make several trips to get us all.

Our turn! Time to board the plane. Thank goodness the training has been so thorough that everything comes automatically, because I'm scared! No matter how you describe that feeling, I'm scared.

As soon as the plane is in the air one of the old, tough instructors stands up and begins singing and clapping his hands. The troops join in. Although I don't understand the words, I join in the clapping. At least it's something to do.

The instructor stands and motions. Time to stand up. Stand up, hook up—we've done this lots of times before in a mock aircraft. The first man stands in the open door, grasping the edges in a very tight grip. I'm fourth in line. We all edge forward.

Green light! Go! Go! Everyone is yelling! The first man disappears as we all rush headlong toward the door. No time for hesitation.

Suddenly I'm in the door—and jump! 1000 – 2000 – got to remember to count – don't know if it's out loud or not – but count 3000 – 4000 – the harness tightens as the chute opens.

THE SIGHT, as I look upward, is just a big circle of nylon, but still one of the most beautiful things I've ever seen.

I start to look around as I seem to be just hanging

Vietnamese instructor checks the parachute rigging of LTJG Jerry Fletcher prior to jump from 34-foot training tower. Above: Fletcher is the first American to complete Vietnamese airborne training.

in the air. Everything's O.K. The silence is overpowering. I'm floating above the earth. I yell with exhilaration and get a reply from two of the men floating near me.

Near the ground I remember the endless hours of practice in falling and assume the proper position.

Hit the ground! I guess my grin is as big as those of all the others I see gathering up their chutes. At least that's the way I feel.

With chutes gathered on our backs, we all jog back to the trucks. The chant of "Nhay Du Co Gang!" has never been more enthusiastic. Its translation, "Airborne All the Way!" really has meaning for us now.

Four more days; four more jumps; and then graduation.

I was just as proud as any of the young men around me that Wednesday afternoon as the Commandant of the School pinned jump wings on me. But what else did I get from the training, other than being the first U. S. naval officer to graduate from the school?

I developed a much greater understanding and appreciation of the Vietnamese people. I was invited to their parties. I tried to learn their language and had many laughs at the stumbling mistakes I made. Their feeling towards me was one of friendship and of eager helpfulness as we became better acquainted.

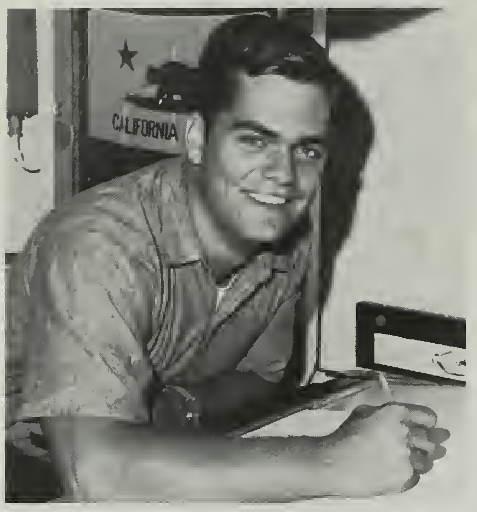
And my feeling? Well, it's that they're great guys. I have great pride in having graduated from their school and confidence that I received excellent training.

Going from no knowledge about parachuting to being a qualified Vietnamese paratrooper leaves me with one comment: The Vietnamese Airborne—just great!

—LTJG Jerry Fletcher, USN.

LTJG Fletcher helps fellow trainee during airborne school. Below: Student at the Vietnamese Airborne School floats earthward.

Students land in drop zone during qualifying jump, at left. Below: Master Sgt. Nguyen Van Kinh, Vietnamese Airborne instructor, talks with LTJG Fletcher during training exercise.



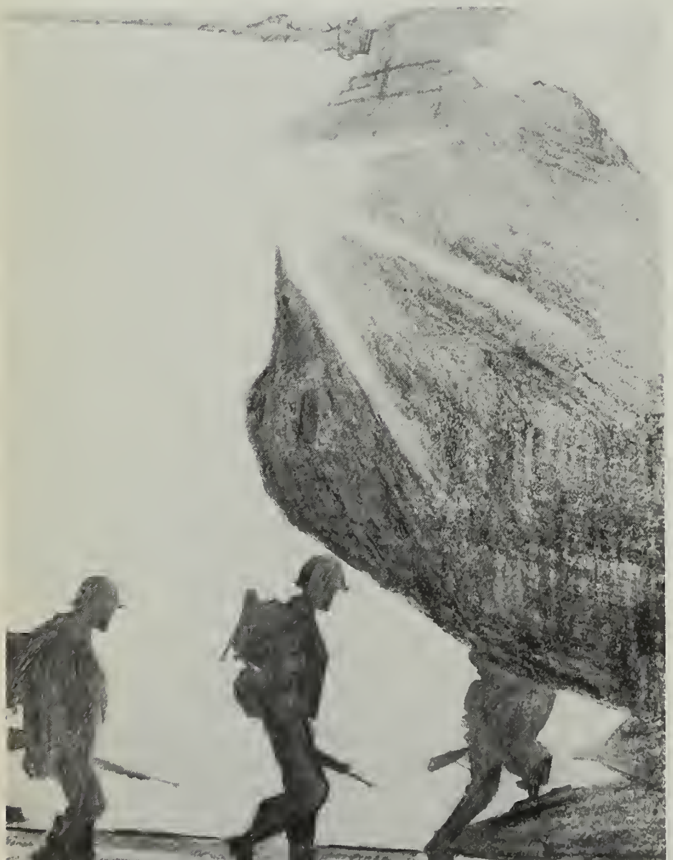
TRIPOLI on CANVAS

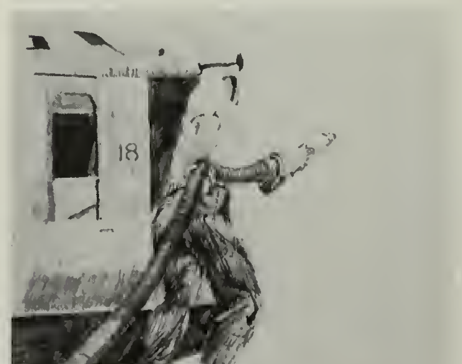
SEAMAN LARRY MOORE brought back more than memories of his tour of duty aboard USS *Tripoli* (LPH 10) in Vietnam. *Tripoli* recently returned to San Diego, the ship's home port, following a nine-month deployment in Vietnam.

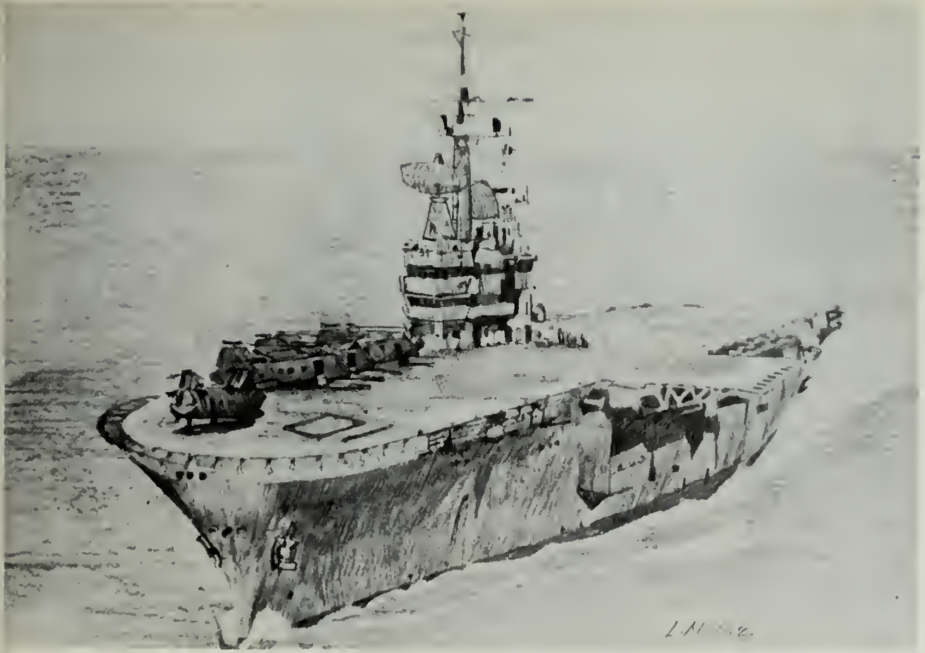
The ship had a double role during those nine months, performing her primary mission as amphibious assault ship and doubling as an afloat medical facility. Moore was intrigued by the variety of activities which took place aboard the busy ship, and began sketching various scenes.

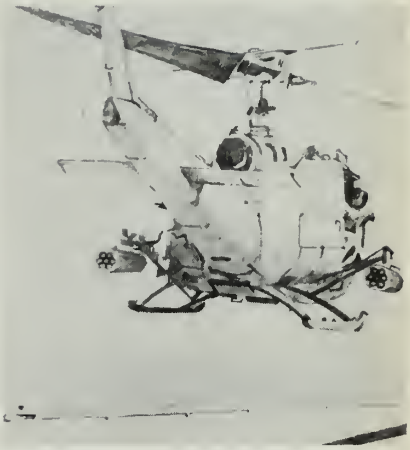
The LPH is designed to carry Marines to a point offshore and then to shuttle them over the beach in helicopters launched from her helicopter deck. Many phases of this role of *Tripoli* were sketched by Seaman Moore and forwarded to ALL HANDS.

IN ADDITION, the seaman-artist turned his attentions to the medevac operations aboard the ship. Scenes





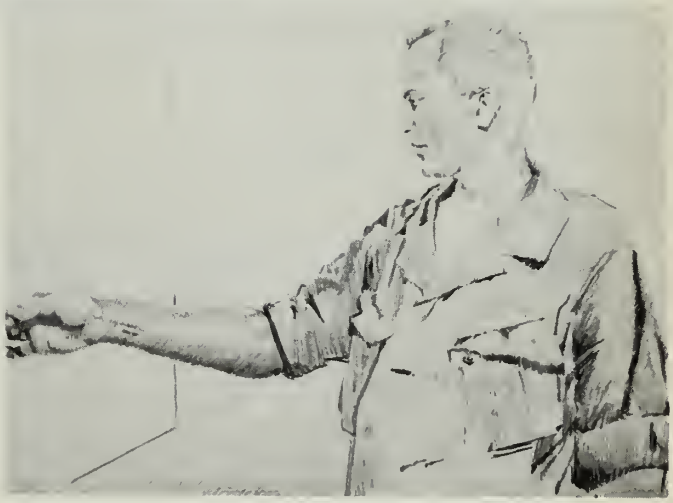


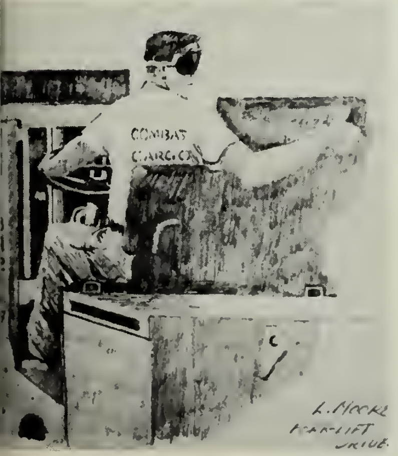


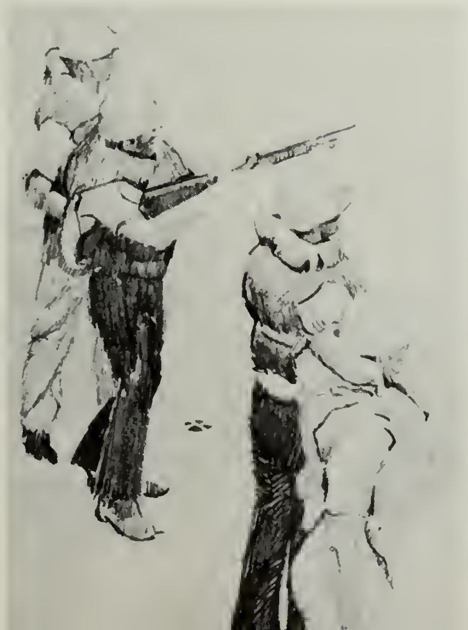
of inbound helicopters, stretcher-bearers and corpsmen rushing to their stations, combined with scenes of medical care capabilities of *Tripoli's* 250-bed hospital facility, gave Moore another source of artistic subject matter.

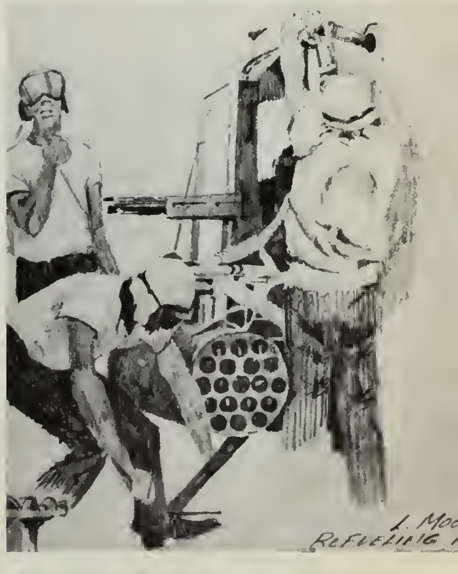
Shortly after his transfer to *Tripoli,* Moore's pencil sketches of helicopter operations, amphibious assaults and general glimpses of life aboard the ship became a popular subject of crewmembers' discussions. The seaman's artistry began appearing in *Tripoli* publications such as the ship's daily newspaper, familygrams and the cruise book.

The many sketches by Seaman Larry Moore record the history of *Tripoli's* Vietnam deployment. They portray a job completed, and one of which all *Tripoli* crewmembers can be proud. Sketches appearing on these pages are a sample of Seaman Moore's work.









USS Rupertus (DD 851) furnished gunfire support.

RUNG SAT—

Dangerous Mission

SEVERAL YEARS AGO, Commander C. J. Wages, Jr., a student at the Naval War College in Newport, R. I., wrote a thesis on riverine warfare tactics in the Republic of Vietnam.

CDR Wages now is on his second tour of Vietnam duty as commander of the U. S. Navy Rung Sat river patrol groups and special advisor to the Vietnamese military commander of the Rung Sat Special Zone.

This has been one of the important tactical commands in the Vietnam combat zone.

Rung Sat has a reputation for being a dangerous location for the unwary, providing numerous hiding areas for guerrilla fighters. Comprised of a maze of rivers, canals and marshes, its land formations are barely above sea level.

The only navigable river for seagoing ships through the Rung Sat is the Long Tau, which follows a narrow zigzag from Saigon to the sea.

During recent months, some supplies moved into South Vietnam have taken this route.

As might be expected, the Viet Cong have been aware of this. Hidden in the marshland and jungle growths along the river, the VC have launched frequent attacks on the allied shipping. Elsewhere in the Rung Sat, the VC have attempted to seize strategic village outposts.

Whatever the action, CDR Wages and others have found the opportunity to test their knowledge of riverine warfare. Because of tactical coordination between U. S. and Republic of Vietnam forces, the VC have had limited success in the Rung Sat.

EARLY LAST JULY, for example, *USS Rupertus* (DD 851) pulled into Song Nga Bay for gunfire support duty. Minutes after she dropped anchor, a heli-

ietnamese Navy Commander Nguyen Tan, Commander C. J. Wages, Jr., and Commander L. W. Freeman discuss tactics.

Commanders Freeman and Wages reminisce aboard USS Rupertus. In the distance is the Rung Sat Special Zone.

copter landed Commander Nguyen Tan, RVN, military chief of the Rung Sat Special Zone, and CDR Wages, whom you've already met.

CDRs Tan and Wages briefed the destroyer officers on the tactical situation and explained the Rung Sat geography and strategic importance.

The visitors then spent several hours with the *Rupertus* commanding officer, Commander L. W. Freeman, Jr. (who, coincidentally, was a classmate of CDR Wages at the War College), discussing how they might best combine their forces.

In general, Vietnamese under CDR Tan's command would comb the Rung Sat, select targets, and request gunfire support from *Rupertus*.

Later, just such a mission began to take shape when intelligence trickled into the Vietnamese military outpost at Can Gio, 35 miles southeast of Saigon: The VC were moving and an enemy base camp was suspected near Can Gio.

The district military chief at the small outpost plotted where *Rupertus*' guns should be trained to hit the enemy fortifications.

THIS INFORMATION was passed to U. S. military advisors in Can Gio, and then on to CDR Tan at his tactical operations center in Nah Be, some 30 miles to the north.

CDR Tan approved the request for gunfire support, and CDR Wages radioed his old classmate, CDR Freeman, the information on where and when to level the destroyer's 5-inch/38 caliber guns.

That night, *Rupertus* fired into the VC base camp.

The next morning, a group of patrol boats moving inland near the VC base drew heavy fire. A second naval group that CDR Wages had inserted into the operation also drew fire, as did gunship helicopters cruising in low over the area.

Rupertus was called upon for more gunfire support which she provided, and seven secondary explosions were seen, probably from hits on VC ammunition caches.

CDRs Tan, Wages and Freeman believed the VC ammo otherwise would have been used against the Vietnamese village at Can Gio.

—LTJG Donald P. Welch, USNR.

Vietnamese patrol and Navy copter hunt out the enemy.

Navy Sports

WORLDWIDE

The sports buff outside the Navy will recognize the names of Bernie Wrightson and Mike Barrett as those of Gold Medalists in the 1968 Olympic Games. He may also know Al Robinson and Larry Hough won Silver Medals.

But what is not generally known (either in or out of the sea service) is that all four of these champs in sports were members of the U. S. Navy at the time they were training, qualifying for the Olympic teams and representing their country in Mexico City.

As a matter of fact, the American public is generally completely unaware of the contributions of military athletes to America's success in the Olympics and the other great international sports competitions .

In addition to the four Navy medalists, four other Navy athletes and 42 from the other three services represented the USA in Mexico City. Our military athletes won, as individuals or team members, a total of 12 Olympic medals, or 11 per cent of the 107 medals won by U. S. men and women. In the process, they broke two world records and two Olympic records.

In addition to these Olympians, hundreds of other military athletes have bolstered America's national teams competing in the Pan American Games, world championships, international sports competitions and the 15 to 18 annual championships sponsored by the Conseil International du Sport Militaire (CISM), in English, the International Military Sports Council.

For those who wonder how a military athlete can find time to train and qualify for our national and international teams and still pull his weight in his unit, this is the rationale for the military sports program and the policy on participation in international competition.

- First, World War I and World War II demonstrated that sports is one of the most effective means for developing strength, agility, endurance, teamwork, self-confidence and the will to win—attributes vital to the military profession.
- Second, in 1951 the Congress established into law the policy that no outstanding athlete should be denied the opportunity to train for and participate in the Olympic and Pan American Games and other international sports competitions, simply because he is in

the armed forces. Subsequently, the Department of Defense formalized this policy in a regulation which permits qualified individuals to volunteer to train for and participate in international competition.

While many athletes were stars before they entered the armed forces, others were polished and honed to international caliber while in service. And a few who had never competed before entering the service were developed by service coaches into Olympics and world champions.

The military services conduct a worldwide sports program to promote physical fitness and morale among our troops.

From these broad-based programs there emerge a number of better than average athletes. Consequently, there have been established three levels of competition. Any man can compete at the unit level and he has the opportunity to progress to higher levels of competition. This system gives each serviceman an opportunity to participate in an organized sport of his choosing at a level where he is qualified to compete.

The chain of progression starts at the unit level and goes on up to the service championships. For the outstanding athletes discovered at this level, there are five higher levels of sports competition available:

- Interservice championships
- International military sports championships organized by the 40-member-nation Conseil International du Sport Militaire (CISM)
- Pan American games
- Olympic games.
- International tours of sports squads organized by sports governing bodies and/or the Department of State.

The more common sports in which the armed forces is represented on higher levels of competition include half of those found on the annual interservice sports calendar. The planned 1970 schedule is:

EVENT	HOST	DATES
Basketball	Navy	9 - 13 March
Boxing	Army	20 - 24 April
Wrestling	Air Force	27 April - 1 May
Volleyball	Navy	20 - 24 April
Bowling (M&W)	Marines	18 - 22 May
Track	Army	15 - 19 June
Tennis	Air Force	3 - 7 August
Golf	Navy	10 - 14 August
Softball	Marines	24 - 29 August

Teams from 16 nations participate in CISM opening ceremony.

USA plays Greece in CISM basketball, left. Right: Survival raft race is part of naval competition.

Navyman lunges during Olympic fencing competition. Below: Yeoman Richard Pettigrew, left, competes in interservice competition.

Before becoming a member of the Army, Navy, Air Force or Marine Corps team, the athlete has progressed through the various levels of competition. Up to the time he was selected for his service squad he trained and competed, for the most part, during his free time, concurrently performing his regular military duties. But during the time he is with his All-Service squad, the athlete may be placed in concentrated training for a short period of time.

During the Interservice Championships the best competitors from the four All-Service teams, in some sports, are selected to compose an armed forces team. After a short period of concentrated training, this team may represent the U. S. Armed Forces in national championships, the Conseil International du Sport Militaire championships and U. S. Olympic and Pan American Games trials. In other sports, outstanding individual athletes may progress through the same levels of competition.

In 1969 the Armed Forces Basketball Team, which included players from all four military services, won the National A. A. U. title. An armed forces team also won the 1969 National A. A. U. Greco-Roman Wrestling Championship. In individual competitions, military athletes also made strong showings in: boxing, track and field, tennis, modern pentathlon and rowing.

Outstanding military athletes are found in a wide range of sports. And many of them are made available each year to strengthen U. S. national teams going into international competition. To understand the broad range of sports skills possessed by military personnel, one need only check the records of the 1968 Olympics where military athletes represented the United States in: track and field, shooting, diving, basketball, boxing, equestrian, rowing, canoeing, cycling, fencing, modern pentathlon, swimming, volleyball, water polo and wrestling.

Training for these is handled on an individual basis. Athletes considered qualified for international competition may be assigned in an area where they can perform their assigned duties. They may also be authorized a concentrated training period immediately before the trials for the U. S. National Team or the actual competition. In some sports, when there are enough qualified military athletes of international caliber to justify it, the military departments establish a temporary training camp for the qualified candidates from all four of the services.

But the basic military mission of each service is, of course, always of primary concern in planning the military sports programs. An athlete, regardless of his ability, cannot expect to be authorized to train full-time for athletic competition. On the other hand,

Left: U. S. Navyman hurls line during training for seamanship event in 1969 CISM meet. Above: Capt. H. W. Hall, Jr., chairman of Interservice Sports Committee, presents award for service to retiring committee member Colonel F. Don Miller. Below: Training for Navy Pentathlon.

if he is qualified as mentioned above, he can be authorized adequate time to train and compete, consistent with the primary mission of the military departments and available funds.

The armed forces have supported the United States international sports effort for many years by giving qualified and deserving athletes the opportunity to become members of the United States teams. As a result, a substantial percentage of the past four U. S. Olympic teams were members of the armed forces.

Consequently, the young man who enters the armed forces need not suspend his interest in sports or give up his dream of representing his country in international competition. He will be encouraged to continue or even increase his participation. Those who feel that they are qualified need only apply for consideration for training and participation in international sports. Each application is processed and is given every consideration. The procedure to be followed by Navy personnel desiring to apply for consideration is outlined in article 806 of the *Special Services Manual.* The military services desire to place as many men as possible on the Olympic team and thus contribute to the international sports prestige of the United States and demonstrate the vigor and fitness of our troops.

The sports programs of the major universities are large. However, they fade into insignificance when compared with the worldwide sports programs conducted by the four armed forces. The sports programs of the four services, from unit level to international level, each year attract thousands.

THE INTERSERVICE Sports Committee is responsible for armed forces participation in interservice, national and international competitions. Running this vast worldwide program means scheduling events, setting up training camps, outfitting athletes and making travel arrangements. This four-man committee, established by joint agreement between the service secretaries, on 21 Nov 1947, includes the Chief of Special Services and/or Morale Services of the four military services. The committee is designated as the executive agent of the office of the Secretary of Defense for joint service participation in such events.

Chairmanship of the committee rotates annually among the military services, except that the service occupying the chair during the year in which the Pan American Games are scheduled will provide the chairmanship for the subsequent year to insure continuity of effort through the Olympic Games.

Captain Harvey W. Hall, Jr., USN, occupied the chair during 1969. Air Force will chair the committee during 1970, followed by the Marine Corps.

Incidentally, for all those interested, the Pan American Games are scheduled for 1971 and the Olympics in 1972.

Photo for left: Athletes from many countries participate in cross-country meet. Top left: Members of U. S. Navy Pentathlon team in 1969 CISM competition. Right: Navy gold medalist in Olympic pair with coxswain. Below: Obstacle course competition during Sea Week at Den Helder, Netherlands.

The BOILERMAKER

Join This Elite Group —With a Vital, Tough, Rewarding Job

IF YOU'RE A BOILERMAN who enjoys repair work—and the kind of man who likes a challenge—you might consider becoming a boilermaker.

As you probably know, the BR rating begins at the PO1 level and goes up through master chief. Its personnel come exclusively from among boilermen at the 2nd class level and above.

As a BT2 or BT1, you have a choice of two career paths. If your main interest is in operating boilers, you may remain in the BT rating. But if you prefer the repair side, BR is your thing—provided you can make the grade.

The BR's job is to repair any and all kinds of steam-generating plants.

He inspects and repairs practically any part of the installations—calibrating gauges, replacing tubes, adjusting burners, rebricking firesides, and general troubleshooting. In the course of his work, he makes and tests welds in all parts of the plant. One week he may be working on a 600-pound M-Type plant; the next week, a 1200-pound D-Type; and the week after that, still another type on another ship.

He must have a thorough knowledge of blueprint reading, metallurgy, automatic boiler controls, refractories, heat exchangers, fuel oil systems, and other aspects of boiler operation and construction. And like any other petty officer, he must know how to supervise lower-rated men and how to make proper records and reports of his work.

He is assigned to a ship repair facility, a tender, or some other ship which has a repair capability. On some of the smaller ships, he may keep his hand in by performing some boiler operation as well as repair.

He receives welding school and formal training in other aspects of boiler repair. But most of his knowledge comes from experience—both as a BT and as a BR.

THE IDEAL applicant for conversion to BR would have experience in operating and maintaining a wide variety of steam plants, including either 1200-psi D-Type or pressure-fired plants; great interest in the repair side of boiler work; high intelligence and mechanical aptitude; and most important, the kind of drive that welcomes a challenging job and the professional pride that won't let him rest until it's done right.

Entry into the rating is open now to qualified applicants at the BT2 and BT1 level, especially those having a reputation for steam plant operational expertise. If you're interested enough to learn what you need to know, you stand an excellent chance of being accepted.

How do you convert to BR1 from BT1?

First comes the usual procedure to request a change in rating—a letter to the Chief of Naval Personnel via your CO.

If your request is approved, you will be ordered to schools if you need them to fulfill the BR requirements. Usually, the course includes welding school and BT "B" School—a total of 40 weeks of training.

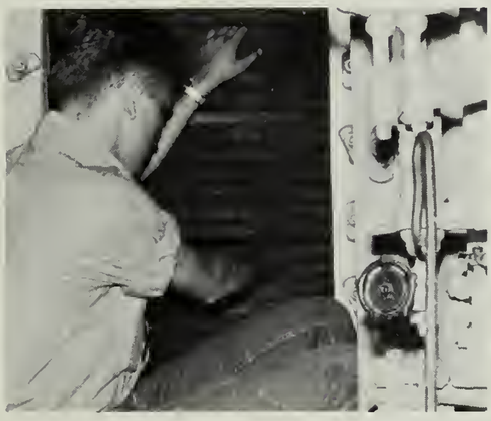
When you complete the schools satisfactorily, you may then take the BR1 Navywide examination (if you're otherwise qualified, of course). If your advancement multiple, including a passing score on the test, is high enough, you're a BR1.

If you're a BT2 who would like to advance to BR1, a similar request should be originated. If approved, you will be tagged with a special NEC for advancement to BRI, and enrolled in schools similarly to the BT1 converting to BR1.

THE ONLY EASY PART of the process is sending the letter. The rest of it requires hard work and study —particularly the welding school, which has a well deserved reputation for toughness. Anybody who's going to be making welds that must withstand 1200 pounds of pressure per square inch had better know his stuff.

Firebrick is laid at expansion joint.

Superheater screen tubes are worked on.


Cleaning diffuser on air register inside boiler.

The superheater bank is inspected.

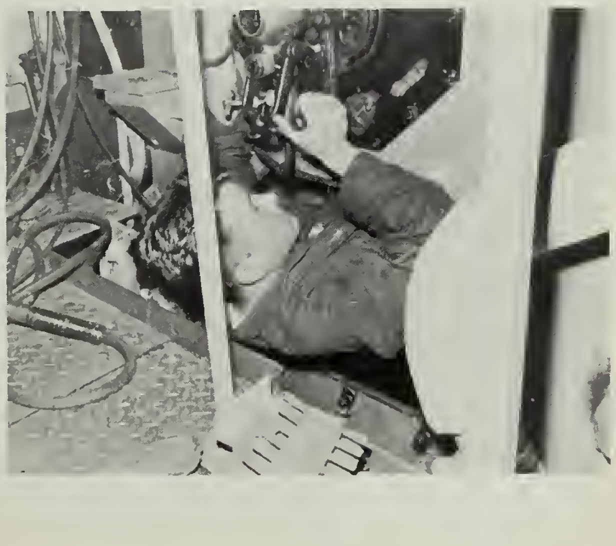
Not everyone who begins the schools will make it. Only a man of considerable dedication and desire can succeed. But for the man who does, the BR specialty offers good prospects for service—and excellent job opportunities when he retires. The Navy needs qualified boilermakers, and so do civilian yards.

Advancement opportunities for BRs in recent years have been comparable to those for BTs. However, in the recent August exams, among personnel competing for advancement from first class to chief, 100 per cent of those in the BR1 rating who passed the exam were advanced to Chief Boilermaker. Among those in the BT1 rating, the percentage of those passing the exam who were advanced to Chief Boilerman was 13.5 per cent.

BRs normally can expect faster sea-to-shore rotation than BTs. In the Seavey segments in 1969, the required sea duty for rotation to shore for BRCs and BR1s was around two years less than that for their BT counterparts.

Think it over. If you like repair work, there may be a place for you in an elite group of highly skilled professionals—the boilermakers.

Repairman slides into firebox.



This Is a Barracks?

It's HERE: the super barracks. If you want to call it that.

Built at a cost of more than $3 million, Cosson Hall, an ultramodern, hotel-like living quarters for enlisted men, has been officially dedicated at Treasure Island.

Rear Admiral Leo B. McCuddin, USN, Commandant of the Twelfth Naval District, in dedicating the new building, called it a "magnificent living quarters for coming generations of bright, young Navymen."

The new enlisted quarters is named for an enlisted man, Radarman 1st Class Wilbur L. Cosson, USN. His sister, Mrs. Lawrence Gilbert, came to San Francisco from Salt Lake City for the dedication, and assisted in the ribbon-cutting ceremony.

Cosson Hall is constructed on a special foundation. Wooden pilings, driven into the sandy ground, displace the soil and densify the earth. The system, called "soil densification," was developed after buildings, constructed on land similar to that on Treasure Island, collapsed when the ground liquefied during an earthquake in Japan.

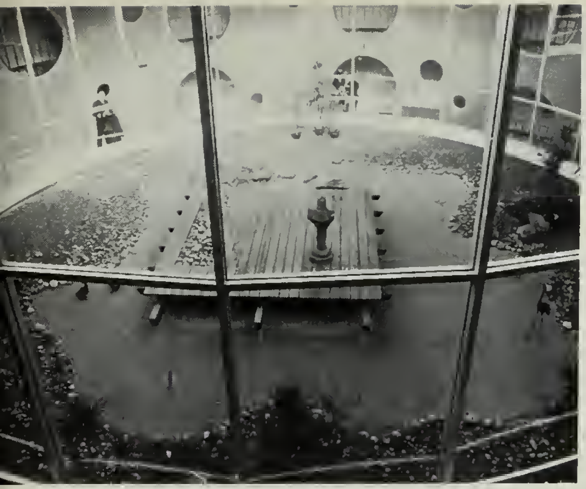
The super barracks, which can house 1536 men, is a four-storied, cartwheel-shaped building. Sixteen rooms are located on each floor of the six wings. Each room has carpeting, drapes, individual beds, wardrobes, and two writing desks. As we said, like a hotel.

A TV room and lounge are located on each floor, plus laundry facilities consisting of washers, dryers and ironing boards which can be used by the building's occupants at no cost. Resting benches are conveniently located at various points around the completely landscaped structure.

On the main floor are a central billeting office and large guest lounge.

Of the four floors, the first three will be for seamen and below (E-3 to E-1). The top floor will be

The main entrance to Cossan Hall at Treasure Island.



Landscape feature is in center of spiral ramp.

Spiral ramp winds from floor to floor.

for chief petty officers (E-7 to E-9). On the other floors, four men will be assigned per room.

Cosson Hall was scheduled to be occupied by Naval Schools Command personnel exclusively, sometime in mid-November.

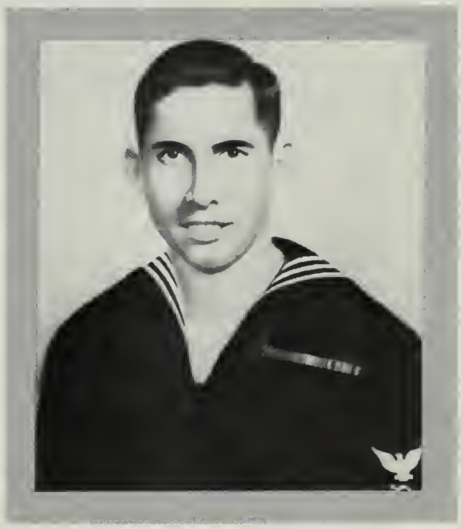
It is estimated that a second, similar barracks will be completed about mid-April 1970.

During the dedication, RADM McCuddin spoke of the man for whom the new building is named. Petty Officer Cosson, who was killed in action against the enemy on 7 July while serving as the patrol officer on a river patrol boat in the Republic of Vietnam. He was posthumously awarded the Silver Star for "conspicuous gallantry and intrepidity" and the Navy Commendation Medal.

"Petty Officer Cosson had that extra something that none of us really know if we have it or not," said the admiral. "I suggest that you who are about to have the privilege of occupying Cosson Hall think about Petty Officer Cosson, and hope that his actions inspire you to give that little extra when the going gets rough."

The second building to house enlisted personnel, now under construction, will be named Sage Hall after three Navy brothers who lost their lives at sea.

—Story and Photos by JO1 Tom Chance, USN.



Radarman 1st Class
Wilbur L. Cosson, USN

Beds and wardrobes are featured in the rooms.

Cosson Hall has the latest in modern washroom fixtures.

USS Concord —

Navy Installed a Computer To Keep Track of Her Cargo

SHE CARRIES ENOUGH flour to bake one and a half million loaves of bread, enough coffee to brew two million cups, 20,000 gallons of milk, and frozen beef equivalent to 200 cattle.

That doesn't count the office supplies, spare parts and clothing. But it may give an idea of the size of the job performed by USS *Concord* (AFS 5)—and other combat store ships—supplying the needs of fighting ships at sea.

To do the job, *Concord* has a computer installation to keep track of the 35,000 items in its five cargo holds; a landing platform for helicopters; and a highline which automatically keeps the line taut no matter how much the ships roll and yaw.

In her final underway tests before deploying to the Mediterranean recently, *Concord* showed what she can do. And she can do a great deal.

With USS *Canisteo* (AO 99), she tested underway replenishment procedures using the probe-fueling system and the ram-tension highline, which automatically compensates for slack or stress on the line. Helicopters practiced vertical replenishment with touch-and-go landings on board.

Concord was to relieve USS *Sylvania* (AFS 2) in the Med. *Sylvania* was the first AFS to join the Atlantic Fleet Service Force.

The first combat store ship, *Mars* (AFS 1), was commissioned is 1963. Eventually, the AFS is scheduled to replace three other types of cargo ships: the store ship (AF), general stores issue ship (AKS), and aviation supply ship (AVS).

Other combat store ships now in commission are *Niagara Falls* (AFS 3), *White Plains* (AFS 4) and *San Diego* (AFS 6).

Visual bearings are taken as USS Concord maneuvers during sea trials. RIGHT: The automatic tensioning device of the new combat store ship is tested.

Vertical replenishment control officer LTJG W. R. Bornhort talks to pilot of inbound copter. BELOW: Quartermasters, Chief Morvin C. Loy and Petty Officer 3rd Class Peter J. Lumio, plot course.

Captain Louis J. Collister, skipper of the new AFS, watches radarscope on the bridge. BELOW: Helicopter practices touch-and-go landings during Concord's sea tests.

Letters to the Editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Pay Designation Unnecessary

Sir: Why couldn't it be written into the regs that a man could designate any portion he desires of his unallotted pay to be deposited for him in the 10 per cent Savings Deposit Program in case he is missing?

This action could go into effect when a man enters a status covered by the Missing Persons Act, such as becoming a prisoner of war. His desires could be expressed in section 8b of the Record of Emergency Data. —YN2 S. O. Schroeder, usn.

• *Great idea. As a matter of fact, it's in the regs already.*

In the case you mention, it isn't necessary to designate what is to be done with unallotted pay. When a Navy member with no dependents enters missing or captured status, all of his unallotted pay is automatically deposited in the savings program. In the case of men with dependents, if they did not designate 100 per cent to be paid to their next of kin, the undesignated portion of their pay is deposited in the savings program.—Ed.

Mate

Sir: Can you tell me anything about the rate or rank of "Mate" that was carried in the old Navy about 1918?

I believe mates wore gold binoculars on their sleeves and rated between a CPO and a warrant officer. I remember seeing one on the old receiving ship in Boston in 1920.—CWO-2 G. B., usn (Retired)

• *Your memory serves you well. Mates were ranked between petty officers and warrant officers.*

To quote the 1913 "Navy Regulations:" "Mates are rated, by authority of the Secretary of the Navy, from seamen and ordinary seamen who have enlisted in the naval service for not less than two years. Mates have no relative rank, but they shall take precedence of all petty officers, noncommissioned officers of the Marine Corps, and enlisted men, and in their own grade according to the dates of their appointment."

They wore an insignia depicting small gold binoculars on their sleeves, small end upward.—Ed.

FIRST SHIP—Porthole of destroyer USS Porterfield (DD 682) frames RADM Robert L. Baughan, Jr., Commander of Cruiser Destroyer Flotilla Nine, as he visits the DD that was his first ship to command.

Going By the Book

Sir: What does the book in the personnelman rating badge represent? I have asked several PNs and have yet to receive an official answer. Can you help?—PN3 J. S. M., usn

• *We couldn't find any official word in our files. We asked the Uniform Board for help, but their research didn't turn up anything either.*

So we'll pass along their educated guess: The book represents the many personnel texts and manuals for which PNs are primarily responsible. That sounds reasonable to us.

When the PN rating and many others were established in the overhaul of the rating structure in 1948, BuPers set these criteria for the new specialty marks:

— The marks must be symbolic of the rating so that they will remain representative of the rating even though changes might be made in duties or equipment in the future.

— They must be simple and easy to embroider.

— When embroidered, they must look well in the limited space on the rating badge.

The book-and-quill met these requirements, whatever it means specifically.—Ed.

Returning the Salute

Sir: We were told in a lecture that the OOD on the brow salutes a man twice when the man comes aboard ship — once in return for the man's salute to the colors and once for his salute to the OOD.

Some of us think that the OOD doesn't return the salute to the colors. Who's right?—SM1 J. H. M., usn.

• *According to Article 2108 of "Navy Regs," the OOD returns both salutes. We and the Military Training people in BuPers assume that means he salutes twice when a man comes* *aboard and twice when he goes ashore.*

Here's what the regulations say:

"Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying. He shall stop on reaching the upper platform of the accommodation ladder, or the shipboard end of the brow, face the national ensign, and render the salute, after which he shall salute the officer of the deck. On leaving the ship, he shall render the salutes in inverse order. The officer of the deck shall return both salutes in each case."—Ed.

SHOPPING—*USS Sacramento* (AOE 1) transfers fuel and supplies by highline and hose to *Hancock* (CVA 19) as *Sea Knight* copter makes delivery.

Naval Communicator

Sir: I was recently notified of my selection for appointment to W-1 Naval Communicator (757X). A few questions have occurred to me for which I have been unable to get satisfactory answers.

1. Has a sleeve and shoulderboard insignia been prescribed for the new designator? If so, when and where may I obtain it?
2. Is there a general job description or billet description for the new designator? If so, can you tell me where I may find it?
3. How is seniority determined among those with the same date of rank? By scores on the OSB? By arbitrary assignment of lineal number? By previous enlisted rank held?

If the insignia has not yet been decided on, I think the Radiomen appointed as Naval Communicators should retain "sparks" as their distinguishing device. As for the ETs, why not let them stick with their electrons? I'm proud of my "sparks" and would like to retain them. —RMC W. F. B., usn.

• *You'll be pleased to know that you will be keeping your sparks.*

The distinguishing device for the new Naval Communicator specialty is the same lightning-bolt design as that of the Electronics Technician category. The ET warrant officers will continue to wear this device, of course; there's no sense in making them change all their uniforms.

Therefore, you may buy the sleeve and shoulder marks at any Navy uniform shop. They'll already be in stock for the Electronics Technicians.

To answer your second question, qualifications are now being compiled for the new specialty. As soon as they're firmed up, they will be included in a change to the "Manual of Qualifications for Warrant Officers" (NavPers 18455A).

Here's how seniority is determined: The board that selects warrant officers places the selectees in an order of preference for appointment within the designator for which they are selected. Percentile scores are determined for each selectee based on his relative standing within his designator. Then all selectees are merged into a single precedence list in accordance with their percentile score. —Ed.

Have You Ever Been To the Aleutians?

If you were in the Aleutian Islands in 1942, 1953 or 1964, and have photographs of certain events occuring during those years, the History Division can use your help.

The Director of Naval History is searching for photographs of:

- *A 10-man U. S. Navy weather detachment captured on Kiska Island in 1942.*
- *Visits to the island of Attu by a Japanese delegation in 1953 and again in 1964.*

If you have photographs of these events, and don't mind sharing them with the Navy's historical files, send the photos to:

Rear Admiral E. M. Eller, USN (Ret), Director of Naval History, Main Navy Bldg., Rm. 1204, Washington, D. C. 20360.

The History Division will make copies of the photos and return them to you.

Which Uniform to Wear When

Sir: I would appreciate information on which uniform to wear when entering or leaving port, going to an exchange or for line handling.

I believe BuPers issued an instruction on the subject but I haven't been able to locate it. As I remember, the instruction's provisions would save a lot of wear and tear on whites if observed by the entire Navy.—R. J. K., ENS, usnr.

• *The Naval Uniform Board has no knowledge of a BuPers instruction on this subject. The commandant of the naval district or senior officer present has the prerogative of specifying what you should wear when entering or leaving port, line handling, or visiting the Navy Exchange. Article 1111 of "U. S. Navy Uniform Regulations" is one pertinent reference.*—Ed.

Equitable Advancement

SIR: I wrote to you last year about E-8 and E-9 testing for LDOs and warrant officers and you replied in the January 1969 issue.

Since my previous letter, a new BuPersNote 1418 dated 18 Dec 1968 has been issued. By and large, the requirements for my situation have remained the same; I continue to take exception to the provisions of the notice.

I have served 17 years. I was a chief petty officer when I accepted my commission six years ago. I still believe I should be allowed to take the examination for permanent master chief, bypassing the requirement for two years' service as a senior chief. This program was not available for me to be rated as a senior chief earlier, so it was impossible for me to advance to that permanent grade until now.

The intent of the ruling was to enable temporary LDOs and warrant officers to progress at the same rate as their contemporaries. Some of my contemporaries are already senior chiefs; based on my past promotions, I believe I would at least have reached that point and would now be competing for master chief. I certainly feel that I could handle an E-9 billet should I be placed in that position.

In personnel matters, the Bureau bends over backwards, perhaps too far at times, some would say. This time they did not go far enough.—LT E. C. O., USN.

• *After looking over the notice and consulting with the cognizant people in BuPers, we believe they've done very well by you.*

The intent of the notice was to make equitable provisions for temporary officers such as yourself to compete with your contemporaries in the established advancement structure.

However, it wouldn't be fair to enlisted contemporaries for one individual to be jumped a grade without doing anything, while his contemporaries are required to complete courses, take the test, meet the time-in-grade requirement, and go through all the rest of the normal procedure before they can sew on a star.

As a matter of fact, you do have several advantages over your contemporaries in the enlisted ranks — besides the obvious ones of status and pay. For example:

• *You need not incur additional obligated service to be advanced in permanent grade — except in the unlikely event of reverting to enlisted status for active duty.*

• *Your only requirements for advancement are time in service, time in grade, and successful completion of the exam. Your friends who are still in the chiefs' mess must complete the courses and practical factors, then must be screened by a selection board. They could be quotaed; you won't be.*

• *If you revert to enlisted status on transfer to the Fleet Reserve, you might not have to complete the test or serve any time as a senior chief to be advanced to master chief. As a lieutenant with more than five years in permanent pay grade E-7, you can be considered for a jump to E-9 as soon as you go into the Fleet Reserve. A BuPers board considers such requests on a noncompetitive basis; if the board and your CO approve your request, your advancement to master chief will be effective the day you go out on 20.*

Your time-in-service and time-in-grade requirements are the same as those for an enlisted man: 11 years (three years as a chief) to go up for senior chief; and 13 years (two as senior chief) to take the test for master chief. Time served as a temporary officer is creditable, of course.

Since you have 17 years in, you have plenty of time to advance through senior chief to master chief before you transfer to the Fleet Reserve.—ED.

ON THE SIDE—Little Creek-based amphibious landing tank ship *USS Traverse County* carrying causeway on her sides heads for exercises.

Pro Pay Eligibility

SIR: Aboard our ship are five career gunner's mates with NEC 0873. Two of these men, although fully qualified, are serving without proficiency pay because the ship's Manpower Authorization (OpNav 1000/2) reflects only three billets.

Is it the intent of the Bureau to limit the number of individuals to be awarded specialty pay to the actual number of billets authorized on the command's MA?—YNC G. H. L., USN.

• *Yes. To be eligible for an award of proficiency pay (specialty), career petty officers must be assigned to and serving in an authorized specialty billet on the command's Manpower Authorization.*

If, as you say, there are only three GM-0873 billets listed on your command's MA, then only three members with this NEC may be awarded proficiency pay. That's the ruling contained in para. 4 of BuPers Inst 1420.121.—ED.

Salty Family

SIR: I thought you'd be interested in this picture of a Navy and Coast Guard family, taken when we all happened to be home together on leave.

Left to right, the Navymen are my son, ADJAA Edward A. Kriedemaker, and my nephews AME3 William C. Adamson and DC2 Leroy F. Hug. I'm the chief at the right.

I served with the Navy from 1940 to 1945. During that time I was on the commissioning crews of three ships: USS *Santee* (AO 29), on which I served until her conversion to a USS *Hall* (DD 583), from commissioning to decommissioning.

In 1960 I joined the Coast Guard Reserves—mainly because the nearest Naval Reserve outfit was 40 miles away, while the Coast Guard was only seven miles from my home. Since then, however, I have learned about the history of the Coast Guard, and I can truly say I am proud to be part of it—as I was proud to be a member of our Navy.

I've never filled a recruiter billet; but in my contact with youth activities as a member of the VFW for the past 28 years, I have recommended the sea services to a lot of boys, and many of them joined up.

This picture is an example of how I feel about the Navy, the Coast Guard, and our country. — DCC Edward J. Kriedemaker, USCGR.

• *Thank you, Chief — both for your story and for your recruiting efforts. You have a right to be proud of your family and yourself.*—ED.

Chief Edward J. Kriedemaker and other salty members of his family.

Commendatory Remarks

SIR: Is it the intent of BuPers Inst. 1611.12A (Report on the Fitness of Officers, NavPers 1611/1) (2-28) to have commands hold correspondence such as letters of commendation presented locally until the time when an individual's fitness report is submitted to the Bureau?

If so, should this correspondence be submitted under separate letter of transmittal? — or, is the intent to have such items forwarded to BuPers for insertion in the service file immediately after it is received by the individual? — D. L., LCDR, USN.

• *There's no set ruling that requires submission of commendatory material to the Bureau at the time fitness reports are submitted. Commendations and such may be forwarded at any time.*

However, since an officer's fitness report reflects his total performance, including the notation of any commendatory remarks, good administrative practice would seem to dictate holding such material until the fitness report has been drafted.

After it has served its purpose, all commendatory material relating to officers should be forwarded to the Bureau (Pers E22) under separate letter of transmittal. — ED.

Wearing the Sword

SIR: My command recently held a full-dress personnel inspection at which the officers, including warrant officers (W-1), wore swords.

I later talked with several of the warrant officers, and they said they had been "advised" to wear swords "to lend uniformity to the officer ranks."

It had been my understanding that swords should not be worn by W-1s. Am I wrong?—C. A. R., WO1, USN.

• *No.*

"Uniform Regulations," in the description of the minimum outfit prescribed for officers (article 0110), states in a footnote that the sword is "not authorized for chaplains and warrant officers, W-1."

Article 0159 requires that the sword be worn with the Full-Dress uniform by all commissioned officers on active duty, including commissioned warrant officers (CWO-2, CWO-3 and CWO-4).

Reserve officers who serve on active duty for less than six months are excepted from this requirement, as are chaplains.—ED.

Crewmen of USS Grapple (ARS 7) shown here manning the rail during their most recent cruise.

Practical Factors Are for Real

Sir: I have a feeling that some men have their practical factor sheets signed off as "completed" without, in fact, actually performing all the factors involved. I wonder just how widespread this practice has become.

Care to discuss?—G. D. W.

• *We could say shame on you for suggesting that your shipmates might be giving their practical factor sheets a fast shuffle. However, we won't, for two reasons: (1) Your letter (not all of which appears above) seems to be well considered, and (2) you just might, unfortunately, be right.*

There is no way of knowing just how widespread any rubber stamp treatment of practical factor sheets might be. We prefer to think that if anyone does brush off his advancement quals, be they practical factors, course assignments, or whatever, he belongs to an isolated minority.

The man who really is qualified for advancement doesn't mind proving it, and this, generally, is what practical factors are all about.

But whether and how well a man performs his factors usually is decided by his division chief or division officer. You know, the one who signs, initials or otherwise certifies to the personnel office that a given factor was performed on a given date.

If this certifier agrees to a quick checkoff to "get 'em out of the way," or because he wants to be a "good guy," it is he, not the advancement candidate, who should be viewed as the ultimate heavy.

Now for another viewpoint.

Some Navymen feel that practical factors should be done away with, and defend the position with points such as these:

"Practical factors don't mean anything."

"No one takes them seriously."

"Being able to pass the advancement exam should be enough proof that a man is qualified."

"Factors are unrealistic and sometimes impossible to perform. For example: 'Use radiac instruments and perform monitoring and surveying operations on surfaces exposed to chemical, biological and radioactive agents.' Beautiful. How many guys have access to the equipment and facilities for that!?"

However valid such arguments might sound, no one can logically put down practical demonstrations of proficiency in certain skill areas. For example, shouldn't a would-be yeoman or personnelman demonstrate that he can skillfully operate a typewriter — before he is rated and assigned office duties which require this skill?

Along this line, shouldn't any skill peculiar to any rating be performed only by those who are competent?

The pros and cons of practical factors have been argued for years. Whatever, they are with us, and unless they are modified or dropped altogether from advancement quals, the best bet is to do what the book says.

The book, in this case the "Manual of Advancement" *(NavPers 15989), makes no allowance for hanky-panky. For the record:*

Practical factors are skills and abilities required for advancement or change in rating which can best be demonstrated by performance.

Their importance "cannot be too strongly emphasized," as they provide an opportunity for each person actually to prove his ability in the practical aspects of his rating and his proficiency as a leader.

They indicate that a candidate "definitely can perform the required tasks."

The factors are noncompetitive and "no relative or absolute mark is assigned." Their completion "should never be cursory or hurried."

All practical factors for the next higher pay grade (or for change in rating) must be completed . . . "and completion thereof noted to the satisfaction of a responsible superior officer."

A man usually has the opportunity to qualify in practical factors before a given exam qualification deadline, but training periods should be scheduled if necessary.

An entry which certifies completion of practical factors must be made in the service record before the individual concerned may be considered eligible to take the related advancement or change in rating exam.

Practical factors are listed by rate and rating in the current "Manual of Qualifications for Advancement in Rating" *(NavPers 18068). Checkoff sheets (NavPers forms 1414/1) which list factors by ratings and pay grades are available through supply channels.*—Ed.

A Stop for a Free Coffee Break May Help to Save Your Life

If you've never tasted "safety coffee," be sure to try some this holiday season. It will be served free in more than 10,000 restaurants located along the nation's major highways during the peak traffic hours.

Serving free coffee is part of the National Coffee Safety Stop Program, an effort to reduce the holiday death toll by getting road-weary motorists off the highways for rest breaks.

Participating restaurants will identify themselves by displaying a hexagonal sign with the message: STOP HERE . . . FREE COFFEE . . . SAFETY BREAK. They will serve during the following hours:

Christmas Eve: 1800 to 0600 Christmas Day.
Sunday, 28 December: 1800 to 0600 29 December.
New Year's Eve: 1800 to 0600 New Year's Day.
Sunday, 4 January: 1800 to 0600 5 January.

Just in case you travel a highway where free coffee is not offered, stop anyway. The price of a cup of coffee might save your life.

YN Repair Party Leader

Sir: My congratulations to YN2 Ronald H. Waterman for qualifying as a gun mount captain, as reported in an earlier issue of All Hands.

I believe I'm one of the few yeomen in the Navy who has held the billet of repair party leader.

While stationed aboard uss *Courtney* (DE 1021) from June 1966 to November 1967, I was assigned to a repair party as a hose tender. After many hours of General Quarters and training, I was assigned as leader of Repair Party 3 Aft, with eight or 10 men, including a DC2, under my supervision.

I feel that this was a considerable accomplishment for a yeoman 2nd class.—YN1 Richard G. Washburn, usn.

- *You are to be congratulated for taking on a heavy responsibility—and for not claiming a record. We're deluged with alleged firsts, mosts, onlys and bests; it's refreshing to receive a modest one-of-the-few.*

You have the sympathy of a JO2 on our staff. On his last ship, he was suddenly promoted from phone talker to repair unit leader when the repair party officer noticed that he was the senior man in the dozen-man unit, which included a DC3. His new position lasted only a week, until a chief shipfitter was assigned to the unit; but he says it seemed much, much longer.

Probably several other men in admin ratings could recount similar experiences. We have no way of knowing how many, but they all deserve a vote of thanks.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will ge obtained by notifying the Editor, ALL HANDS Magazine, Pers G15, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- uss *Wharton* (AP 7)—A reunion will be held in San Francisco, July 1, 2, 3. For more information, write to Roy J. Vehorn, 918 Hedrick Circle, Statesville, N. C. 28677.
- uss *Capricornus* (AKA 57)—A reunion will be held in New Orleans 25 February. For details, write to Steven Hiss, 2361 Robin Road, West Palm Beach, Fla. 33401.
- uss *Essex* (CV 9)—A reunion will be held in Louisville, Ky., on June 17, 18, 19. Contact William Philpott, 2709 Conestoga Ave., Louisville, Ky. 40210 for details.
- uss *Biloxi* (CL 80)—A reunion will be held in New Orleans 7 March. For details, write to Tom Gary, Wildwood Plantation, R. R. #3, Greenwood, Miss. 38930.
- uss *Mobile* (CL 63) — The third reunion will be held in Burlingame, Calif., at the LeBaron Hotel on July 3, 4, 5. For further information, write to W. J. Conway, 29 Buckingham Way, San Francisco, Calif. 94132.
- uss *Hobby* (DD 610)—Crewmembers who served aboard during 1942-46 and who are interested in holding a reunion, with time and place to be decided, contact Rocco P. Caruso, 3046 Arnold Ave., Horseheads, N. Y. 14845.

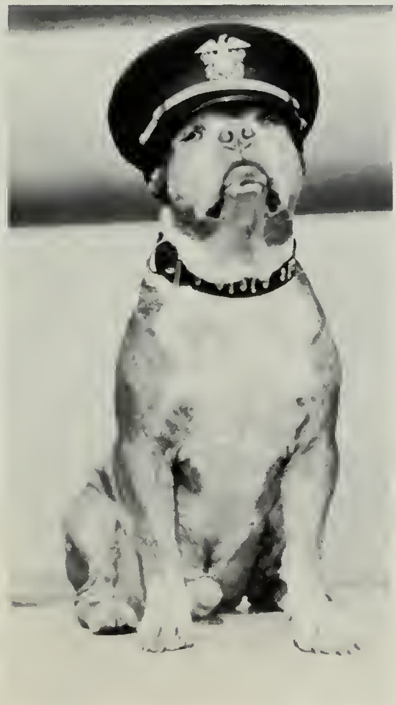
Jim Texas No Shaggy Dog

Sir: The article "Shaggy Dogs and Other Tales" (All Hands, July 1969) brought to mind an old friend named Jim Texas.

During World War I, we had a division of battleships, including uss *Texas*, on station with the British Fleet. One day while all the ships were at anchor, Admiral Beatty of Great Britain signaled the American ships that he had a young bull pup he'd be happy to give to whichever ship wanted it.

Each ship, except *Texas*, quickly signaled back that it wanted the puppy. Rather than signal, *Texas* immediately dispatched a boat to pick up the pup. Such enterprise won the ship the bulldog and the crew promptly named him Jim Texas.

By the time I reported on board six years later, Jim Texas was the king of the wardroom. I didn't rate much with Jim as a newcomer, but finally he accepted me and we became good friends.



Jim Texas, a salty dog from USS Texas.

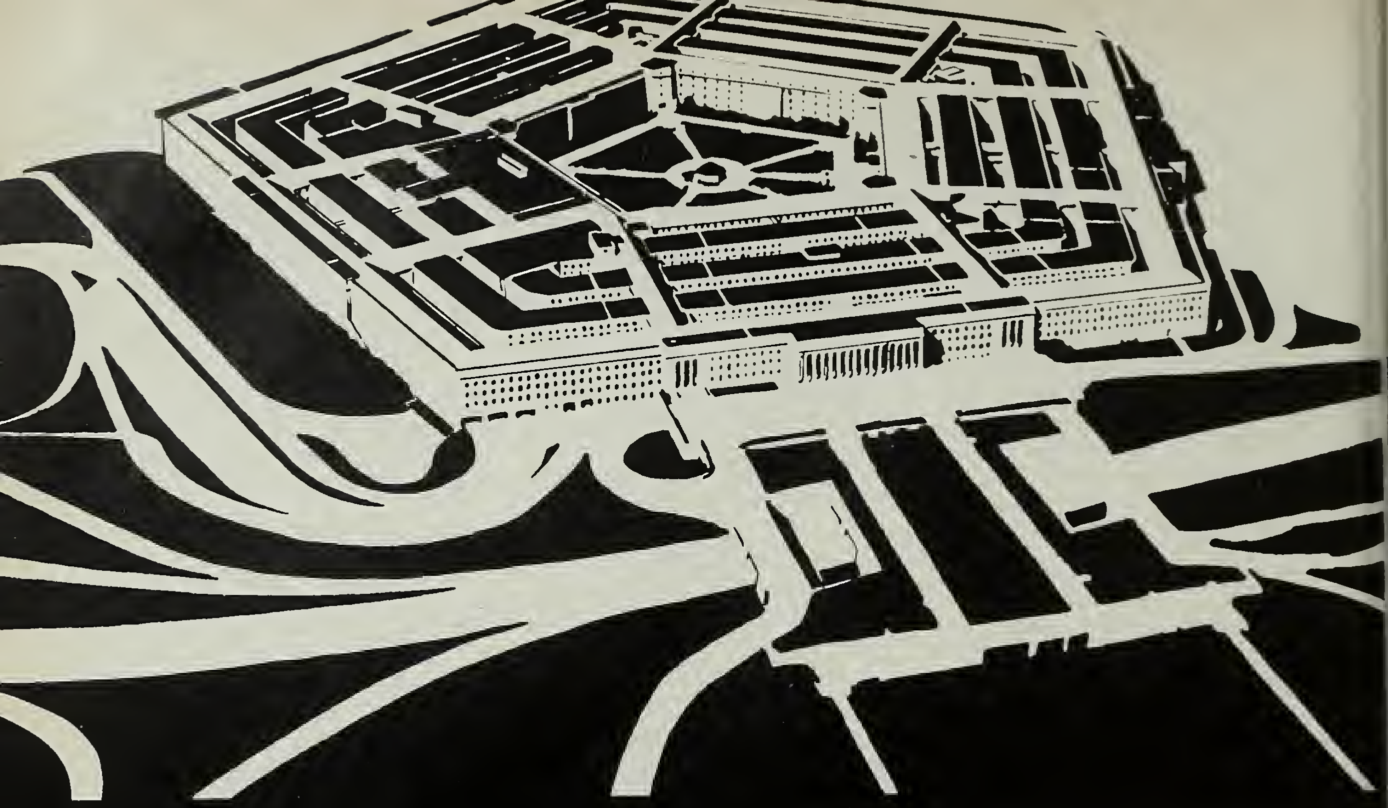
Jim detested gunfire. During battle practice he'd retreat to the lowest double bottom. However, we tried to be considerate of his dislike for gunfire and usually made other arrangements for him when gunnery practice was in the routine. Before leaving port, we'd usually have one of our wives give Jim a billet ashore.

When it was my wife's turn to accommodate Jim, she was glad to have his company but he literally was a handful. With his powerful legs going full and by, it was all she could do to guide him by his leash, much less hold him back.

As Jim got older, he lost almost all of his teeth, but his looks were ferocious to the end.

Jim Texas has long since been on a happier, well-earned cruise where gunfire doesn't blast in his ears. But his memory lingers.—Captain L. Wainwright, usn (Ret.).

- *Thanks for the story on yet another Navy mascot, and for the picture of Jim Texas wearing one of your old hats (see cut).*—Ed.



SEAVEY

ROUNDUP ON ROTATION FROM SEA TO SHORE

Standing on deck on a bright spring day, with enough of a sea to give rhythm to the motion of your ship, watching the dolphins racing alongside the bow — this is a part of the appeal of the seagoing life.

But there comes a time, as you near the end of a sea tour, when thoughts turn to shore duty prospects, not merely for the excitement of a short visit to a foreign port — but for changing scenes, new assignments, and for some, resumption of normal family life. Rotation to shore duty!

Before we start in on the subject of rotation let's take a quick look at the over-all picture involving the sea service — its fleets of ships and the people who man them.

In carrying out its mission the Navy has commitments which take its members to all parts of the world. This mission calls for the operation of more than 900 commissioned ships, ranging from landing ships to carriers, and 1710 shore activities — naval stations, bases, and other commands. It takes 770,000 active-duty members of the Navy family to carry out all these functions. Of this number, some 685,000 are enlisted personnel, the core of the manpower organization ashore and afloat.

The rotation of Navy people from shore to sea and sea to shore is possibly the most demanding assignment that faces a personnel management organization. It involves the rotation of enlisted naval personnel between some 130,000 CONUS shore billets, 343,000 sea billets, 49,000 overseas (sea duty) billets, 22,000 overseas shore billets, and 11,000 preferred sea duty (neutral time) billets, not to mention in excess of 100,000 men who are in training, transit, or some other short-term status at any given time.

Our purpose on the following pages is to tell you about one aspect of this management responsibility insofar as it applies to you. It is Seavey, the career rotation system from sea to shore.

The Navy recognizes the need for shore assignment. However, it is not possible to give you shore duty whenever you want it and maintain an equitable rotation of personnel.

There must be a way to transfer men ashore that takes their preferences into account, preserves the balance between sea and shore manning, and is reasonably fair to all concerned.

There is a way. It's called Seavey.

The Seavey (Sea Survey) system, which regulates transfer from sea to shore for PO1s and below in most ratings, has three main aims: to leave enough men at sea to man the ships; to transfer the men who have been at sea the longest; and as far as possible to send them to the location and type of duty they prefer — with the understanding that the needs of the service must take precedence.

More people will ask for duty in the most desirable places than are needed there; while fewer people than are needed will request the out-of-the-way duty stations. Some will be disappointed.

But the distributors and detailers in the Seavey system go as far as they can to give men the duty they want. And they have a reasonably good record of satisfaction.

Who Isn't Affected

The following people are transferred under separate programs directly controlled by the Bureau of Naval Personnel, and therefore are not affected by the Seavey system:

- Chief Petty Officers (as of 1 October this year), Senior Chiefs and Master Chiefs. Details of the new rotation system for the top three enlisted grades were given in a recent issue of ALL HANDS.
- Undesignated Seamen, Firemen, Constructionmen and Airmen, and all men in pay grades E-1 and E-2.
- Personnel in the ratings DK, DP, TD, MU, AC, AG, AW, OM, IM, DM, ML, PM, PH and PT.
- Enlisted women.
- Men designated as Aviation Pilots (AP).
- Men with limited duty designators L-1, L-5 or L-6.
- TARs.
- Insular Force personnel.

Hospital Corpsmen and Seabees are included in the Seavey lists; however, because of the special needs for these men in Vietnam, some special assignment procedures have been in effect for them.

Who Carries Out Seavey Program

The organization within the Bureau of Naval Personnel which has responsibility for Seavey and other rotation programs is the Enlisted Personnel Division (Pers-B2). It has the job of juggling preferences and allowances and, somehow, coming up with all necessary billets filled — and as many men as possible happy.

To do its job, it uses three Enlisted Personnel Distribution Offices (EPDOs), three Personnel Accounting Machine Installations (PAMIs), and a variety of smaller activities, some of which do research on how to improve the system. And finally, its work depends on the personnel offices of all the individual ships, stations, squadrons and other units in the Navy.

The EPDOs are EPDOPAC, in San Diego, for the Pacific Fleet; EPDOLANT, in Norfolk, for the Atlantic; and EPDOCONUS, in Bainbridge, Md., for the continental U.S. Almost all billets for PO1 and below — all but a very few which are directly controlled by BuPers in Washington — are under the control of one of the three.

The staffs of EPDOPAC and EPDOLANT include representatives of the various type commands in the fleets. Names of men who are made available by BuPers to these two EPDOs are posted to the type command representatives, who then assign them to specific units.

EPDOCONUS, on the other hand, is organized on a rating control basis, like BuPers itself. A desk in the EPDO assigns men in each of a group of ratings throughout the continental U. S.

Each of the three EPDOs is supplied information by a PAMI. The PAMIs are linked with a computer installation in BuPers. Through this network, information on the current status of every man in the Navy is readily available to any part of the system.

Obviously, the information must be up to date and accurate, or the system just won't work. To check the facts at their source, the Enlisted Distribution and Verification Report (BuPers Report 1080-14) is sent to every command once a month. The "Ten-Eighty" contains a read-out of all pertinent information on everyone assigned to that command. Each month, the unit's personnel office must verify the accuracy of the report and, on some ships, it is posted on a bulletin board to enable all hands to see what their status may be.

How Does Seavey Work?

BEFORE DISCUSSING how this organization transfers you from sea to shore, let's define some terms.

Shore duty for rotation purposes includes duty at shore bases in CONUS, certain Fleet activities considered shore duty, and certain preferred overseas shore activities where there are suitable family accommodations and the normal accompanied tour is three to four years.

Sea duty for rotation purposes includes:

- Arduous Sea Duty — assignment to ships or units which spend considerable periods away from home port during local operations, and at sea.
- Overseas Shore Duty — where accompanied tours are 24 months or less.
- Toured (non-rotated) Arduous Sea Duty — duty in non-rotated ships, staffs or units homeported outside CONUS; 12-month unaccompanied tour ships and staffs listed in OpNav Inst 4600.16 series; or SSBN submarines.
- Preferred Sea Duty — duty in ships, squadrons or staffs which normally remain in port, or only make short local trips. Time served in such units is "neutral time," which does not count either as sea or shore duty for purposes of rotation.

Article 2.3 of the *Transfer Manual* provides more complete definitions of these terms.

THE BASIS of the enlisted rotation system is the need to keep each rating balanced between sea and shore. In a given rating, there might be three times as many sea billets as shore billets. A man in this rating could therefore expect to spend three times as long at sea as ashore — for instance, six years at sea, then two years ashore. In another rating, the number of sea and shore billets might be roughly equal; so a man in that specialty would be likely to spend half his career on each kind of duty.

In the case of the three-to-one rating, it would be unfair to assign a shore billet to a man who had spent only five years on sea duty if there was a man in the same rate who had six years' time under his belt. The one who has the longest time at sea must be given priority for shore duty.

Sea Duty Commencement Date

THREE TIMES A YEAR the Enlisted Personnel Division makes a survey of all men on sea duty — the Seavey. It decides how many men of each rate need to be transferred ashore to fill the available billets; then, on the basis of the Seavey, it publishes a list of Sea Duty Commencement Dates (SDCDs) by individual rates/ratings under Seavey control. The list is released and effective on 1 November, 1 March and 1 July of each year.

Any man whose present sea duty (which, of course, does not necessarily mean duty in his present ship) began in or before the published SDCD month for his rate and rating is eligible for transfer ashore, provided he meets other requirements. In the common phrase, he's "on Seavey."

For instance, let's say that the SDCD for your rate in the newly announced list is April 1966. Your present sea duty began in March '66, so you're eligible for Seavey. But your buddy in the same rate didn't begin his sea duty until May '66. He doesn't have enough sea time, so he'll have to wait until the SDCD moves to May 1966 or later.

In certain special situations — for instance, if you served some neutral time, or were on the precommissioning detail of a new ship — figuring out if you have enough sea time to be eligible becomes more complex. More on that later.

Even if you don't happen to see the list of SDCDs (which will be posted on your personnel office bulletin board and published in ALL HANDS and other publications), you'll be informed if you're on Seavey. Twenty days after the list of SDCDs is announced, each EPDO mails rotation data cards (RDCs) to your command. If you have enough sea time to be eligible for transfer, your RDC will be included. Your personnel office will inform you that you're on the list, and will set up an interview.

The Obligated Service Requirement

BESIDES HAVING enough sea time behind you, there's another requirement you must fulfill before you can be transferred ashore under Seavey: Obligated Service. This will be the first item of business when you are interviewed at your personnel office.

You must have 24 months of obligated service from the last normal order-issuing month of your Seavey segment. For the A segment, the last order-issuing month is May; for the B segment (announced in March), it's September; and for the C segment (announced in July), it's January.

For example, assume your SDCD came up in the C-69 segment, announced this July. The last normal order-issuing month for this segment will be January 1970. Therefore, you must have obligated service extending at least to January 1972.

If your obligated service already extends to January 1972 or beyond, you're eligible for transfer ashore on that count. But if your present Expiration of Active Obligated Service (EAOS) is before January 1972, you must reenlist or extend to that month, or later, to be eligible. If you do not obligate, you will not be included in the Seavey submissions and will remain at sea.

You may cancel your extension if you have not received orders by the end of the month following the last order-issuing month for your segment, or any time thereafter. For example, if you are in segment C-69, you are allowed to cancel your extension at the end of February 1970 or later, if you haven't received shore orders by then. (See Article 3.25 of *TransMan.*)

If you wish overseas shore duty accompanied by your dependents, your obligated service must be more than the standard 24 months; it must total 36 or more months, depending on the length of the normal accompanied overseas tour at the place you want. (See the table of overseas tour lengths elsewhere in this issue.)

If you elect to extend rather than reenlist, you may extend in one-month increments. For example, if you're on Seavey C-69 and your present EAOS is 17 Aug 1971, your minimum extension is five months, to make your new EAOS 17 Jan 1972. You may not extend only four and one-half months to 1 January.

Steps in Your Rotation to Shore Duty

Action	A Segment	B Segment	C Segment
Cutoff dates announced	1 Nov	1 Mar	1 Jul
Rotation data cards mailed to commands	20 Nov	20 Mar	20 Jul
Deadline to return cards to PAMI	20 Dec	20 Apr	20 Aug
Normal order-issuing months	Feb-May	Jun-Sep	Oct-Jan
Normal transfer months	Jun-Sep	Oct-Jan	Feb-May

Note: Article 3.14 of the TransMan refers.

If you're serving on toured sea duty, there's an additional requirement: You must have a Tour Completion Date that falls within the transfer months of the current segment. For example, if your SDCD appeared in the C-69 list, your TCD must be between February and May 1970 to be eligible for transfer ashore.

The Vey Interview

NOW THAT YOU HAVE the required obligated service matter squared away, you proceed to the most important part (to you) of the Seavey process: the Vey interview. Here, with the help of a personnelman, personnel officer, or career counselor is where you will express your preferences for shore duty.

You've got the whole world to choose from, but it must be expressed by three choices, in order of preference.

However, there are precautions you should take before you make your choices.

FIRST, check the lists of shore billets in this issue to see how many billets for your rate are in the places you want. Obviously, if there are no billets listed, you stand zero chances of being sent there. On the other hand, the more billets there are, the better your chances.

(An editorial note here: There is, of course, a definite time lag between the time the list was compiled and the time you read this. Because of the changing nature of the Navy, there are bound to be

some discrepancies but, by and large, they will be relatively minor. We hope.)

For example, let's say you're a GMT2, and the place you'd really most like to go to is your home state – Texas. You look up your rate in the table of billets. Unfortunately, there aren't any GMT2 billets in Texas, so it would be a waste of time to put that down. But perhaps you can hit a nearby state. You try Oklahoma, Louisiana and Arkansas. Still no billets. But then you notice that in New Mexico there are seven GMT2 slots. Fine.

Should you list New Mexico as your first choice? Remember that the list includes both filled and vacant billets. There is a chance that very few – perhaps none – of them would fall vacant at the right time.

Here's how (very unofficially speaking) to figure your average chance: Take the normal shore tour length for your rate from the list in this issue. Remember that the Seavey process happens once every four months, so you divide the shore tour length by four. Now divide the number of billets available by the result. Your final figure tells you the average number of billets that become vacant for each cycle.

For example, the shore tour for a GMT2 is 36 months. Divided by four, this gives nine. Seven (the number of GMT2 billets in New Mexico) divided by nine gives less than one. This means that, on the average, one GMT2 billet in New Mexico, will become vacant less often than once a cycle. Not so good.

However, if you wanted to try Virginia, where there are 39 billets for GMT2s, you would find that an average of more than four billets become vacant each Seavey. Your chances of getting duty in Virginia are more than five times better than the chances of New Mexico.

THIS BRINGS UP the second precaution: *Don't limit your choices.*

If you do so, your orders may be delayed or you'll be sent somewhere you don't want to go.

If you, as the GMT2 in our example, want to put down New Mexico as one of your choices, feel free. But as shown above, only one billet is likely to be open and there may be several GMT2s who want it.

If you made all three of your choices that narrow, you probably would not receive orders during the normal order-issuing months.

How Open Billets Are Assigned

TO ILLUSTRATE why it isn't wise to limit your choices, this is how open billets are assigned in Seavey:

The distributor who is filling a certain billet first goes down the list of men of the proper rating (or sometimes men of a certain NEC or service rating) to find one who has listed the area as his first choice. If more than one have asked for the billet, the man who has spent the longest on sea duty has preference.

For instance, a GMT2 billet falls vacant in Virginia. The distributor goes down the list of GMT2s on Seavey to find one who has listed Virginia (or a larger area which includes Virginia, such as the eastern half of the U. S.) as his first choice. If he finds one, fine. The man is in line for orders. If he finds two, the one who has been on sea duty longer will receive assignment to the billet.

If he can't find a man who has listed Virginia as his first choice, he then repeats the process with the second and subsequent choices, until the billet is filled.

It is probable that there would not be a New Mexico billet; therefore, the man who had limited his first choice to New Mexico wouldn't get orders until the distributor gets around to the list of second choices.

If you really want that New Mexico billet badly, go ahead and put it down as your first choice. But then make your second and subsequent choices as broad as possible.

If you don't, you may not get orders until months after the usual time, and they may be for a place you've never heard of. If, after several months, there are no vacancies at the places you've selected, the assignment officer has no choice but to order you to meet the Navy's requirement.

So even if our GMT2 puts New Mexico as his first choice, he would be wise to give second and third choices in Virginia or other places where there are more billets for his rate. He will receive orders much sooner.

One final thought on the subject: *Don't duplicate your choices as a means of emphasis.* You will just be wasting your chances.

There is a space for fourth duty preference. This is for listing overseas duty you would prefer if there are no billets in your CONUS choices.

If your first three choices are for overseas, use this fourth block to list CONUS choices if your overseas choices are filled. (Men who serve a shore tour overseas are not normally sent overseas for their next shore tour unless they specifically request it.)

On the back of the Vey Interview form is a space for remarks. This includes any special considerations you may want to bring to the attention of the assignment officer. If you want a special kind of duty, here's the place to make it known. If your wife is expecting a baby and you are afraid that her due date will conflict with your transfer date, tell the detailer. No promises can be made, but any pertinent information will be given consideration.

Another space on the back of the form is reserved for listing special qualifications. Full information in this space may also have an effect on your assignment.

The Rotation Data Card

UPON COMPLETION OF THE INTERVIEW, your part of the Seavey process is finished. Information from the interview is transcribed by your personnelman onto a Rotation Data Card which is sent to the appropriate PAMI. This information, with the facts the PAMI already has on file, is forwarded to BuPers.

Except for a handful of special billets which must be controlled directly by the Bureau in Washington, detailed assignments are made by the appropriate EPDOs. In most cases, rate controllers in BuPers "make men available" to the EPDOs for transfer in a specified month. Then the EPDO makes the detailed assignment to a specific duty.

The 1A Card

WHEN BUPERS makes its drop of men to the EPDOs, each man's present command receives a 1A card. The card tells your month of transfer and the EPDO to which you are being assigned.

The 1A card, in addition to telling you when you are due for transfer, also gives you your first hint as to where you are being assigned. It contains a code that indicates which Distribution Commander you will be assigned to, or what general overseas area you'll get. (Codes are listed in Chapter 24 of the *Enlisted Transfer Manual.*)

Receipt of the 1A card also means that orders from the EPDO will soon follow—usually within two or three weeks. The assignment, coupled with the 1A card will give your exact duty station. From this point on, you're involved in travel and transfer regulations.

If you are among the very few who do not receive orders during, or within a month after, the normal order-issuing months, you have two alternatives:

- Wait for orders from the next Seavey segment. You are still eligible for shore duty, and need not incur any additional obligated service.
- Request cancellation of your extension of enlistment. If you do this, you are no longer eligible for shore orders.

Your orders will state the month you are to be transferred. Your command will set the day. You will probably depart during one of the four normal transfer months for your Seavey segment (February through May for the C segment), but special considerations may make it necessary for you to transfer later. More on this below.

What Counts as Sea Duty?

IN MOST CASES, computation of sea duty is easy; if you went to sea duty in or before the SDCD month given in the current Seavey, you have enough sea time to be eligible. But in certain cases, figuring your sea duty commencement date can become somewhat complicated:

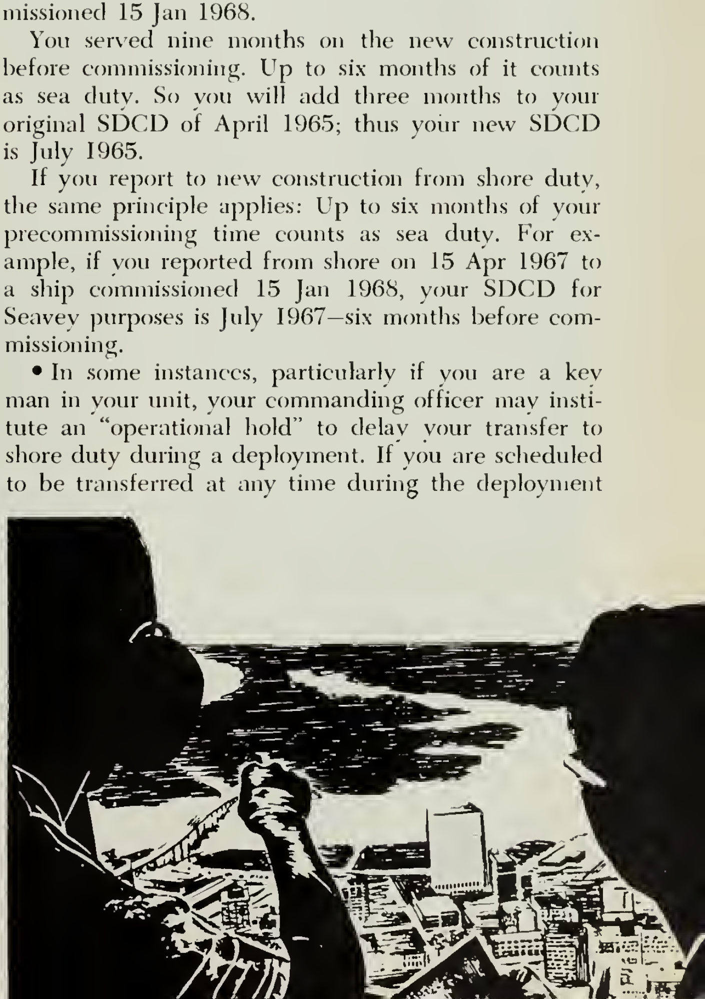
- If you go to sea duty, then go to school as one of the Programmed School Input personnel, then return to sea duty, your time at school counts as sea duty in computing eligibility for rotation.
- If you leave the U. S. to report to sea duty (to report to a ship that is already deployed, for example), your SDCD is the month you left the States.
- If you report to new construction, conversion, transition or reactivation of a sea duty unit, up to six months of the time from reporting to commissioning counts as sea duty for computation of SDCD. (In the case of nuclear-powered units, up to six months of the time from reporting to the Initial Builder's Sea Trials counts as sea duty.)

To illustrate: Suppose you went to sea 15 Apr 1965. On 15 Apr 1967 you reported to the precommissioning detail of a ship under construction. The ship was commissioned 15 Jan 1968.

You served nine months on the new construction before commissioning. Up to six months of it counts as sea duty. So you will add three months to your original SDCD of April 1965; thus your new SDCD is July 1965.

If you report to new construction from shore duty, the same principle applies: Up to six months of your precommissioning time counts as sea duty. For example, if you reported from shore on 15 Apr 1967 to a ship commissioned 15 Jan 1968, your SDCD for Seavey purposes is July 1967—six months before commissioning.

- In some instances, particularly if you are a key man in your unit, your commanding officer may institute an "operational hold" to delay your transfer to shore duty during a deployment. If you are scheduled to be transferred at any time during the deployment



or a month before, he may keep you aboard until the end of the deployment.

You may learn about the rules for operational holds by asking your personnel officer. However, operational holds are normally not made in these circumstances:

- Where your rating is manned at 100 per cent or more in pay grades E-2 through E-9, and 90 per cent or more in the PO2 rate and above.
- Where a timely relief for you has been authorized by the appropriate distribution commander.
- If your CO decides he can spare you without affecting the mission of the unit.

Normally, operational holds do not apply to men being transferred to nonrotated sea duty, preferred sea duty, schools, or duty stations for which orders were received as a reenlistment incentive. However, even in these cases the commanding officer may request a hold from the originating authority if the man in question is a key person.

- If you are eligible for Seavey, but would rather stay at sea, you have the option of requesting an indefinite sea extension. Approval will depend on the needs of the Navy, and approval doesn't guarantee that you will stay at your present duty station. Furthermore, your request for extension of sea duty will not be approved (except in the most unusual circumstances) if you submit it after your shore orders have been issued.

When you receive an indefinite sea extension, you may not ask for it to be ended within a year. (See Article 3.35 of *TransMan.*)

- Certain highly qualified petty officers may request duty as recruiters, instructors, recruit company commanders or career counselors. Recruiters must be PO2s or above; career counselors and recruit company commanders are PO1s or higher. Rules for submission of your application are contained in the *Transfer Manual,* Chapters 4, 5 and 9.
- If you have broken service—that is, were out of the Navy for three or more months and then came back in—you cannot keep your former SDCD. Your sea time must be continuous, so your new SDCD will be the month you went to sea duty after you came back in.
- If you were omitted from the Seavey list by mistake, notify your personnel office. They will send a speedletter to the Bureau to get you on the list. (See article 3.27 of the *TransMan.*)
- Neutral time billets are normally filled from a waiting list, maintained by the Fleet EPDOs, of men on sea duty who have requested transfer to these preferred sea duty stations. Time served in such units does not count either as sea or shore duty; therefore, men transferring from preferred sea duty will have their SDCDs recomputed at the end of the tour by the Fleet EPDOs.

The following rates and NECs are exempt from the usual policy on neutral time billets: DT, OM, IM, ML, PM; ET with NEC of 1598; SF with NECs 4921, 4922 and 4923; HM with NECs of 8407 and 8498.

RATING CONTROL

Gives You Personal Attention in Assigning You to Shore Duty

THE RATING CONTROL SYSTEM in the Bureau of Naval Personnel brings several benefits to the Navyman being transferred:

- It assures that his assignment will be considered by someone in his rating or a closely related one. This allows better matching of men to jobs available.
- It allows the distributor more time to consider individual needs, wishes and qualifications before the assignment is made. Under the earlier system, before rating control was instituted, there was one distributor for every 30,000 men in the Navy. Rating control operates with one distributor for each 5000 men.
- It provides a sympathetic point of contact in BuPers for his rating. Rating control distributors keep in contact with other sections of BuPers, the offices of CNO, and other commands. They are able to discuss special problems involving their ratings while the problems are still small enough to handle.

Sounds good. But just what is rating control?

IT'S PRECISION DISTRIBUTION by rate controllers. The Bureau's transfer system is divided into separate groups, each unit handling a small group of ratings and partly manned by senior petty officers of those ratings. Each staff is concerned with all aspects of the ratings covered: training, rotation patterns and distribution.

Each rate controller receives information on every man in his ratings who is due for transfer: his duty choices, obligated service, qualifications, and any unusual situations that may affect his transfer—such as a request for special duty, the time a wife is expecting, or a request not to serve in specific areas.

In the case of chief petty officers and above, the BuPers controller then assigns the man to a specific billet. For lower-rated petty officers and designated strikers, the rate controller makes them available to one of the three enlisted personnel distribution offices, such as EPDOPAC, EPDOLANT or EPDOCONUS, for further assignment.

PO1s and below who are under EPDOCONUS—that is, who are being transferred to shore duty in the continental U. S.—receive another benefit of rating control. EPDOCONUS is organized on a rating control system parallel to that of BuPers.

YOU HAVE A FRIEND in rating control. If you want to contact him about distribution procedures by means of an unofficial letter, find the specific Pers number from the list on this page of this issue, and include it in the following address: Chief of Naval Personnel, Pers B- - -, Navy Department, Washington, D. C. 20370.

Or, if you're in Washington, you may visit your rating control unit. All but the MU controller are located in the Navy Annex, Arlington, Va. The MU controller is located at 800 N. Quincy St., Arlington, Va.

Phone numbers for rate controllers are found in the Department of Defense phone directory, if your command happens to be fortunate enough to have a copy.

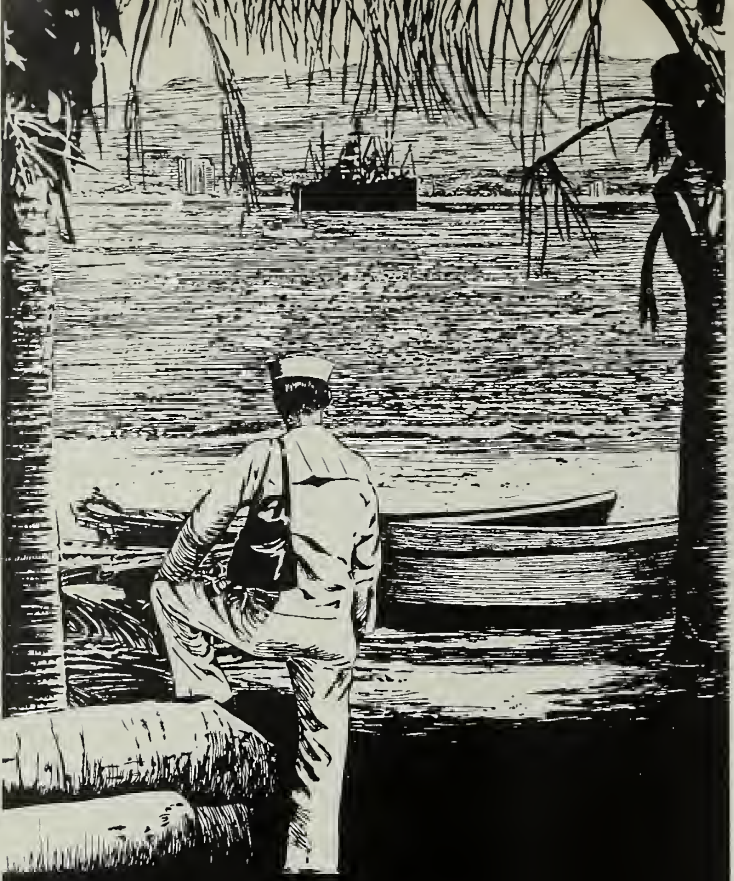
One point, however: Official requests must be sent through channels. The above means of contacting rate controllers are only for unofficial correspondence. They already have all the information you gave to the personnelman in your interview, and have access to your service record. Every bit of information will be given careful consideration before you are assigned to a billet.

Here's Your Contact in Rating Control

Rating or Specialty	Pers Number
Instructor, Recruiter	B2121
MAAG, Mission, Joint Combined Staff	B2122
Diver, Special Projects, Surface New Construction	B2123
Washington Navy Dept. activities, Flag Writers, Flag SDs	B2124
MT, FTB, Submarines, Nuclear Power, Polaris*	B213
AX, AT, AQ, AE, TD, AV	B2141
AD, AM, PR, AZ, AF	B2142
AB, AO, AS, PT, PH	B2143
AC, AG, AW	B2144
YN, PN, LI, PC, JO	B2151
DK, SK, AK, CS, SD, SH	B2152
SM, QM, BM, HM, DT	B2153
MM, BT, BR	B2154
EM, IM, OM, IC, PI, MR	B2155
SF, DC, PM, ML, DM, EN	B2156
FT, GM	B2161
ST, TM, MN	B2162
ET, DS	B2163
RD, DP	B2164
RM, CYN	B2165
Security Group	B2166
MU	B2167
Group VIII (CB) Ratings	B217

*Navymen with nuclear power or Polaris support NECs are handled by this desk, regardless of rating.

Your own personnel office is your best point of contact. But behind the scenes, your rating controller is working to insure that you find a job and a place that suits you—and the Navy.



For Career Planning:

TOUR LENGTHS AT OVERSEAS DUTY STATIONS

Here's a list of overseas duty stations and standard overseas tour lengths as described in BuPers Inst 1300.26D, Change 1.

Generally, the time creditable on your overseas tour begins on the day you actually depart from the United States.

Technically speaking, overseas duty consists of military duty performed while assigned to a military installation or activity permanently located at a land station outside the United States or in Alaska or Hawaii.

Unless otherwise indicated, a standard tour begins with the departure from a United States port (except in Alaska or Hawaii) and ends with the day of return on permanent change of station.

The length of overseas tours is subject to change.

Locations indicated by N/A are areas where dependents are not permitted.

These tour lengths do not apply to attache personnel.

Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)
Alaska		
Ancharage area including Elemdorf AFB and Fort Richardson	36	24
Fairbanks area Including Eilelsan, AFB, Fort Wainwright and Ladd AFB	30	18
Big Delta area Including Fort Greely, Juneau and Kenai-Whittier area, including Wildwood Station	24	18
Bethel, Kodiak Island and Nome	24	12
Aleutian Peninsula, islands west of 162nd meridian including Adak, Attu, Dutch Harbor and Point Barrow area	18	12
Clear, Fire Island and Murphy Dome	NA	12
American Samoa	NA	12
Antarctic region	NA	Indef
Argentina	36	24
Aruba	24	18
Ascension Island	NA	12
Australia (except as indicated)	36	24
Alice Springs and North West Cape	24	18
Austria	36	24
Azores	24	18
Bahamas		
Eleuthera	24	18
Andras Island, Grand Bahama Island, San Salvador and Turks and Caicos	NA	12
Bahrein Island	15	12
Belgium	36	24
Bermuda	36	24
Bolivia	24	18
Brazil (except as indicated)	36	24
Recife, Salvador and Santa Cruz	24	18
Fortaleza	NA	18
Burma		
(except Rangoon)	24	12
Rangoon	24	14
Cambodia	24	12
Canada		
Metropolitan areas	36	24
Labrador (except Goose AFB)	24	12
Goose AB	24	15
Newfoundland		
St Johns	36	24
Argentia	24	18
Stephenville	NA	12
Other areas	24	12

Chichi Jima	18	12
Chili	36	24
Christmas Island	NA	12
Colombia	36	24
Congo (Kinshasa, formerly Leopoldville)	24	12
Corsica	NA	18
Costa Rica	36	24
Cuba		
Guantanamo	24	12
Cyprus	24	18
Dahomey	24	12
Denmark	36	24
Dominican Republic	36	13
Ecuador	24	18
Egypt	36	24
El Salvador	36	24
Eniwetok	NA	12
Ethiopia-Eritrea (except as indicated)	24	18
Asmara	30	18
Harrar, Missaua and isolated areas	NA	12
Fiji Islands	NA	12
France	36	24
Germany	36	24
Greece		
Athens, Ekali, Elevsis, Katsimidhi, Kifsia, Marathon, Parnic Pateras, Pendelikon and Piraeus	30	18
Crete (except Soudha Bay)	24	18
Soudha Bay	NA	12
Other locations	NA	12
Greenland	24	12
Guam	24	18
Guatemala	36	24
Guinea	24	12
Haiti	36	24
Hawaii	36	24
Honduras	24	18
Hong Kong	36	24
Iceland	24	12
India	24	12
Indonesia	24	14
Iran (except Teheran)	24	12
Teheran	24	18
Iraq	24	18
Italy (except as indicated)	36	24
San Vito	30	18
Brindisi, Ghedi, Gioia del Colle, Marina Franca, Paicenze, Rimini and Sigonella	24	18
Mt. Corna and Mt. Venda	NA	18
Monte Limbara, Mt. Calverina, Mt. Grappa, Mt. Pizzoz, Mt. Torara, Mt. Virgine, Naz Sciaves, Reggio and Zello	NA	15
Cima Gallina, Gambarie, Mt. Cimona and Mt. Paganella	NA	12
Ivory Coast	24	12
Iwo Jima	NA	12
Japan (except as indicated)	36	24
Iwakuni	24	18
Wakkanai	24	15
Akashi, Kobe and Osaka	24	15
Akizuki Kure	24	13
Kashiwa	NA	15
Fuji maneuver area and Kokura including Yamada)	NA	13
Isolated areas including Abashiri, Asoiwayama, Mineokayama, Mito, Namaike, Nemuro, Ominato, Takayama and Wajima	NA	12
Johnston Island	NA	12
Jordan	24	12
Korea	24	13
Kwajalein	24	18
Laos	24	12
Liberia	24	12
Libya (except as indicated)	24	12
Tripoli including Wheelus AB,	24	15
El Uotia and Misurata	NA	12
Mahe Island, Seychelles	24	13
Malaysia	NA	12
Mali	24	12
Malta	24	12
Mexico	36	24
Midway Island	18	12
Morocco		
Casablanca area, including Nouasseur	36	24
Marrakech area	30	18
Kenitra (including Bouknadel and Sidi Yahia)	24	15
Ben Guerir area and Sidi Slimane	24	12
Nepal	24	12
Netherlands	36	24
New Zealand	36	24
Nicaragua	36	18
Niger	24	12
Nigeria	24	12
Norway	36	24
Pakistan (except as indicated)	24	18
Peshawar	24*	15
Lahore	NA	15
Palestine (UN Truce Supervisory Organization)	24	12
Panama (including Canal Zone)	36	18
Paraguay	24	18
Peru	36	24
Philippine Islands (except as indicated)	24	18
Mactan Island and Wallace Air Station	NA	13
Balanga area (Bataan), Laiag, Lubang, Mindanao and Paracale (Luzon)	NA	12
Portugal	36	24
Puerto Rico	36	24
Ryukyus Islands (except as indicated)	30	18
Isolated areas	NA	12
Saipan	24	18
Saudi Arabia	18	12
Senegal	24	12
Singapore	NA	12
Spain (except as indicated)	36	24
Alcoys, Constantino, Elizondo, Inoges, Rosas, Villatobas and Zaragosa	30	18
Cartagena, El Ferrol, Guardamar del Segura and Sonseca	24	18
Adamuz and Ciudad Real	NA	12
Balearic Islands and Gorremandi	NA	15
Santiago	NA	18
Surinam	24	18
Taiwan (except as indicated)	24	15
Isolated areas	NA	12
Thailand (except Bangkok)	24	12
Bangkok	24	18
Trinidad and Tobago	24	18
Turkey		
Adnana, Ankara, Cigli/Izmir, Golcuk, Istanbul, Karamousal and Sile	24	18
Samsun	24	15
Trabzon	NA	15
Other areas	NA	12
United Kingdom (except as indicated)	36	24
St. Mawgans (England), Londonderry (Ireland), Edzell, Holy Loch, Machrihanish, and Thurso (Scotland)	24	18
Upper Volta	24	12
Uruguay	36	24
Venezuela	36	24
Vietnam	NA	12
Virgin Islands	36	24
Wake Island	18	12
West Indies		
Anguilla, Antigua and Barbados	24	18
St. Lucia	NA	12
Yugoslavia	24	18

*Dependents permitted only when government quarters are available.

OVERSEAS ACTIVITIES

Considered Shore Duty For Rotation

Argentina
Attache, Buenos Aires
U. S. Military Group, Buenos Aires

Australia
Attache, Canberra
U. S. Sending Office, Canberra

Belgium
Live Oak, U. S. Element, EUCOM, Casteau
COMSTRIKFLTLANT Rep, EUR, Brussels
MAAG, Brussels
NATO Military Committee, Brussels
SACEUR, Casteau
USNATMILREP, EUCOM, Casteau

Bermuda
Aircraft Support Det, Kindley AFB
Commissary Store, Naval Station
Navy Exchange, Naval Station
Naval Facility
Naval Station
Naval Weather Service Environmental Det
Underwater Sound Laboratory
Explosive Ordnance Disposal Det, Hamilton

Brazil
Comm Technical Group, Rio de Janeiro
U. S. Military Group, Rio de Janeiro

Canada
Exchange Officer, Ottawa
Liaison Loan Officer, Ottawa

Chile
Attache, Valparaiso
U. S. Military Group, Valparaiso

Denmark
Attache, Copenhagen
HQ, Baltic Approches, Karup
MAAG, Copenhagen

Germany
COMNAVBALTAP, Kiel
COMSTS ELM Area, Bremerhaven
Defense Comm Agency EUR Area, Stuttgart
EUR Electronics Intel. Center, Wiesbaden
HQ, US EUCOM, Stuttgart
MAAG, Bonn
Security Group Activity, Bremerhaven
Security Group Activity, Todendorf
Spec Act USEURCOMD, Heidelburg
Supp Oper Task Force EUR, Stuttgart

Hawaii
Auxiliary Repair Dock 30, Pearl Harbor
Branch Commissary Store, NAS Barbers Point
Branch Commissary Store, Ford Island
Branch Commissary Store, Lualualei
Branch Navy Exch, Navy Comm Sta. Wahiwa
Branch Navy Exch, NAD, Pearl Harbor
Commissary Store, Pearl Harbor
Commander Anti-Submarine Warfare Force, Oahu
Commander In Chief, U. S. Pacific Fleet, Oahu
Commander Hawaiian Sea Frontier, Oahu
Communication Station, Oahu
Commander in Chief, Pacific, Oahu
Commander in Chief, Pacific Airborne Command, Oahu
Commander Service Force, U. S. Pacific Flt, Oahu
Commander Const. Battalions, Pacific, Oahu
Commander Service Squadron FIVE, Pearl Harbor
Commander Destroyer Flotilla FIVE, Pearl Harbor
Command and Control Systems Group, Oahu
Degaussing Station, Pearl Harbor
Dental Clinic, Pearl Harbor
Director 14TH MC Dist. Naval Base, Pearl Harbor
Defense Communication Agency, Pacific Area
FAU, Commander Fleet Air, Hawaii, Oahu
Fleet Composite Squadron ONE, Barbers Point
Fleet Weather Center, Pearl Harbor
Fleet Submarine Training Facility, Pearl Harbor
Fleet Intelligence Center, U. S. Pacific, Oahu
Fleet Operations Control Center, Pacific, Oahu
FAU, Commander Flt Air Hawaii, Photo, Comp. Oahu
Fleet Aviation Electronics Tra Unit, Pacific, Barbers Point Det
Fleet Tactical Support Squadron 21, Oahu
HQ, 14th Naval District, Pearl Harbor
HQ, Fleet Marine Force Pacific, Oahu
Inactive Service Craft Facility, Pearl Harbor
Location Navy Exch, Radio Station, Lualualei
Military Camp Det, 14th ND, Oahu
MSTS Office, Oahu
Naval Facility, Barbers Point
Naval Exchange, Kauai
Medical Administrative Unit, Tripler Army Hospital, Oahu
Mobile Technical Unit ONE, Oahu
Marine Corps Air Station, Kaneohe
Naval Station, Pearl Harbor
Naval Supply Center, Pearl Harbor
Navy Exchange, Naval Station, Pearl Harbor
Naval Astronautics Group Det Charlie, Oahu
Naval Facility Engineering Command, Oahu
Navy Courier Service Det, Honolulu
Naval Weather Service Environmental Det Honolulu
Naval Ammunition Depot, Oahu
Navy Branch Oceanographic Office, Honolulu
Navy Exchange, Sub Base, Pearl Harbor
Naval Investigation Service Office, Hono
Naval Investigation Service Office, Pacific Area, Honolulu
Naval Manpower Validation Shore Survey Team, 14th ND, Oahu
Navy Exchange, NAS, Barbers Point
Naval Air Station, Barbers Point
Pacific Command Admin Det, Oahu
Preventive Medicine Unit SIX, Pearl Harbor
Pacific Missile Range Facility, Hawaiian Area
Pacific Command Military Assistance Program Data Center, Oahu
Pacific Liaison Office, Hawaiian Sea Frontier, Oahu
Pearl Harbor Naval Shipyard

Regional Finance Center, Pearl Harbor
Reserve Training Center, Honolulu
Reserve Supplement HQ, 14th ND, Oahu
Reserve Training Facility, Hilo
Special Communication Division, Naval Communication Station, Honolulu
Submarine Base, Pearl Harbor
Security Group Department, Comm. Station, Honolulu
Security Group Det, CINCPACFLT, Oahu
Training Device Center Regional Office, Pearl Harbor
United States Armed Forces Institute, Oahu

Hong Kong (British Crown Colony)

Attache

Italy

Air NAVO FAU COMFAIR Med, Naples
Attache, Rome
COMSUBMED, Naples
COMSTS Med Sub Area Leghorn
Commissary Store, Naples
Communications Unit, Naples
COMSTRIKFORSOUTH, Naples
USNH, Naples
HQ, Maritime AF Med. Naples
NATO Defense College, Rome
Naval Air Facility, Naples
Naval Support Activity
Naval Overseas Air Cargo Terminal, Naples
Naval Weather Service Environmental Det
Navy Exchange, Support Activity, Naples
Naval Air Facility, Rome Det
Naval Courier Service Det, Naples
Preventative Medical Unit SEVEN, Naples
RPMIO, Naples
Security Grp Det, Naval Support Actvy, Naples
US Sending State Officer for Italy, Rome
VR 24, Naples

Japan

Aircraft Escort Service Comp., Atsugi
Attache, Tokyo
Branch Commissary Store, NAS, Atsugi
Commissary Store, Yokohama
COMSTS Far East, Yokohama
Commissary Store, HQ, SUPPACT, Yokosuka
Communication Station, Yokosuka
Commissary Store Fleet Activity, Sasebo
Commander Naval Forces, Yokosuka
Commander, U. S. Forces Japan, Atsugi
Dental Clinic, Yokosuka
Explosive Ordnance Disposal Det, Sasebo
Explosive Ordnance Disposal Det, Yokosuka
Finance Off, Yokosuka
Fleet Activities, Yokosuka
Fleet Weather Facility, Yokosuka
Fleet Activities, Sasebo
FAU, COMFAIRWESTPAC
Logistic Rep WESTPAC (COMCRUDESPAC)
Location Navy Exchange, ALF, Kisarazu
Misc HM Tra. USNH, Yokosuka
MAAG, Yokosuka
MSTSO, Sasebo
Naval Air Station, Atsugi
Navy Exchange, NAS, Atsugi
Naval Overseas Air Cargo Terminal, Tachikawa
Navy Housing Activity, Yokohama
Navy Branch Oceanographic Office,. Yokosuka
Naval Investigation Service Office, Yokosuka
Naval Supply Depot Yokosuka
Navy Exchange Fleet Activity, Sasebo
Naval Courier Service Det, Atsugi
Naval Weather Service Environmental Det, Atsugi
Officer in Charge Construction Far East, Yokosuka
Ordnance Facility, Yokosuka
Ordnance Facility, Sasebo
Public Works Center, Yokosuka
PACOM Electronics Intelligence Center
Security Group Activity, Kamiseya
Ship Repair Facility, Yokosuka
Security Group Activity, Hakata
Service Group Squadron 3 MOBSUPUNDET C
Naval Science Technical Unit, Yokosuka
U. S. Naval Hospital, Yokosuka
U. S. Defense Comm. Agency Far East, Yokosuka
Branch Commissary Store, NAS, Atsugi

Netherlands

CINCCENT, Brunssum
MSTSO, Rotterdam
MAAG, Hague

New Zealand

Communication Unit, Christ Church

Norway

Attache, Oslo
HQ, AF North, Oslo
MAAG, Oslo

Panama (including Canal Zone)

Communication Station, Balboa
Defense Comm. Agency, Panama Region
Location Navy Exchange, Galeta Island
MSTSO, Balboa
Naval Investigation Serv. Off., Fort Amador
Navy Branch Oceanographic Office, Rodman CZ
Navy Exchange, Naval Station, Rodman CZ
Naval Station, Rodman CZ
Security Group Activity, Galeta Island
Southern Command/COMFIFTEEN, Fort Amador
U. S. South Command, Balboa

Peru

U. S. Military Group, Lima

Portugal

Attache, Lisbon
COMIBERLANT, Lisbon
MAAG, Lisbon

Puerto Rico

Lant Fleet Weapons Range, Roosevelt Roads
Antilles Defense Command, San Juan
Branch Navy Exchange, Fort Allen
Branch Commissary Store, Fort Allen
Branch Commissary Store, Sabana-Seca
Commissary Store, Roosevelt Roads
Commissary Store, San Juan
Communication Station, San Juan
COM Caribbean Sea Frontier, San Juan
Explosive Ordnance Disposal Det, San Juan
Fleet Air Photo Lab, Roosevelt Roads
Fleet Range Support Facility, Roosevelt Rds
HQ, 10th Naval District, San Juan
Location Navy Exchange, Sabana-Seca
MSTSO, San Juan
Naval Facility, Ramey Air Force Base
Naval Exchange, Roosevelt Roads
Naval Station, Roosevelt Roads
Navy Exchange, San Juan
Naval Station, San Juan
Naval Weather Service Environmental Det Roosevelt Roads
Naval Courier Service Det, San Juan
Navy Investigation Service Off, San Juan
Security Group Dept. Comm. Sta. San Juan

Spain

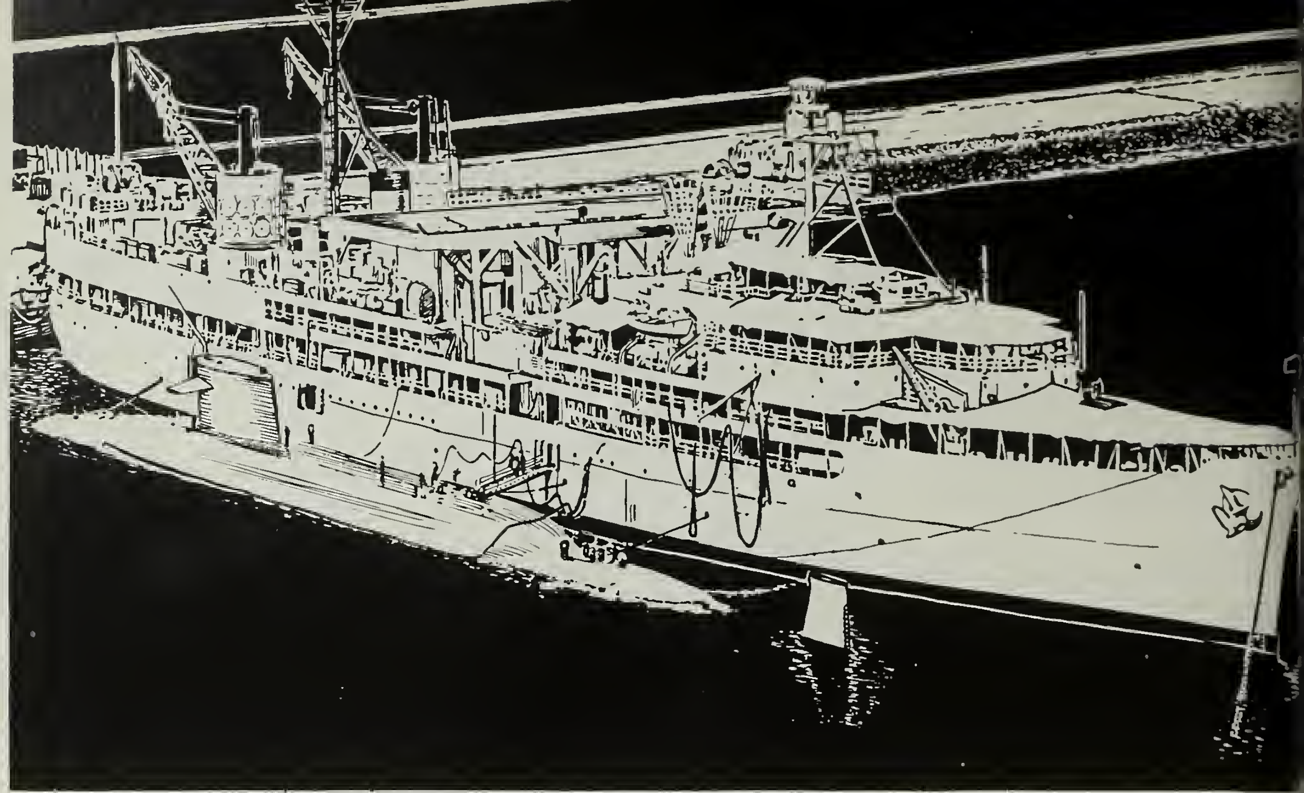
Attache, Madrid
Commissary Store, Rota
Communication Station, Rota
Defense Communication Agency, Madrid
Explosive Ordnance Disposal Det, Rota
Fleet Weather Center, Rota
JUSMG/MAAG, Madrid
MSTSO, Rota
Naval Activities Det, Madrid
Naval Fuel Depot, Rota
Naval Overseas Air Cargo Terminal, Rota
Navy Exchange, Rota
Naval Station, Rota
Naval Courier Service Det, Rota
Naval Station Rota, Madrid Det
Officer in Charge Construction, Madrid
Special Communications Division, Rota
Security Group Dept. Comm. Sta. Rota
VR 24 Det. Rota
Ocean Research Station, Algeciras
USNH, Rota

United Kingdom

Allied Radio Frequency Agency, London
Commissary Store, London
Communications Unit, London
CINCLANT Rep to Field Rep Europe, London
CINCEASTLANT, London
CINCUSNAVEUR/USCOMEASTLANT, London
Defense Communication Agency UK Region
Fleet Weather Facility, London
FOCC NAVEUR, London
MSTSO, London
Naval Activity, London
Navy Exchange, London
Naval Air Facility, Mildenhall
Naval Investigation Service Off. London
Security Group Det, London

Uruguay

U. S. Military Group



NEUTRAL TIME billets are normally filled from a waiting list, maintained by the Fleet EPDOs, of men on sea duty who have requested transfer to these preferred sea duty stations. Time served in such units does not count either as sea or shore duty; therefore, men transferring from preferred sea duty will have their SDCD (Sea Duty Commencement Dates) recomputed at the end of the tour by the Fleet EPDOs.

Certain rates and NECs which are exempt from the usual policy on neutral time billets are listed on page 34 in this issue.

Pacific Fleet

SubPac

Commander, Submarine Force, U. S. Pacific Fleet (PrlHbr)
Commander, Submarine Flotilla 1 (SDgo)
Commander, Submarine Squadron 1 (PrlHbr)
Commander, Submarine Division 11 (PrlHbr)
Commander, Submarine Division 12 (PrlHbr)
Commander, Submarine Division 13 (PrlHbr)
Commander, Submarine Squadron 3 (SDgo)
Commander, Submarine Division 31 (SDgo)
Commander, Submarine Division 32 (SDgo)
Commander, Submarine Division 33 (SDgo)
Commander, Submarine Squadron 5 (SDgo)
Commander, Submarine Division 51 (SDgo)
Commander, Submarine Division 52 (SDgo)
Commander, Submarine Division 53 (SDgo)
Commander, Submarine Squadron 7 (PrlHbr)
Commander, Submarine Division 71 (PrlHbr)
Commander, Submarine Division 72 (PrlHbr)
Commander, Submarine Division 73 (PrlHbr)
Commander, Submarine Squadron 15 Rep. (PrlHbr)
Commander, Submarine Development Group 1 (SDgo)
USS Sperry (AS 12) (SDgo)
USS Nereus (AS 17) (SDgo)

CruDesPac

Commander, Reserve Destroyer Squadron 27 (SFran)
Commander, Cruiser-Destroyer Pacific (Comp 1) (SDgo)

PhibPac

Naval Beach Group One (SDgo)
Commander, Tactical Air Control Group One (SDgo)
Commander, Phib Tra Pac (pref sea duty comp only) (SDgo)
Landing Force Training Command, Pac (SDgo)

MinePac

Commander, First Fleet (SDgo)
**Fleet Training Group (SDgo)
**Fleet Training Group (PrlHbr)
**Missile Training Unit Pac (SDgo)
**Fleet Training Group, WestPac
Commander, Service Group One (SDgo)
Fitting Out Supply Assisting Team, Pac (LBeach)
USS Targeteer (YV 3) (SDgo)
USS Marsh (DE 699) (LBeach)

These Preferred Sea Activities Are Considered

NEUTRAL TIME FOR ROTATION

USS Vammen (DE 644) (LBeach)
USS Whitehurst (DE 634) (Seattle)
USS Cormorant MSC 122) (LBeach)
USS Thrasher (MSC 203) (SFran)
USS Ruff (MSCO 54) (Seattle)

Atlantic Fleet

SubLant

Commander, Submarine Force, U. S. Atlantic Fleet (NorVa)
Commander, Submarine Flotilla 2 (NLdn)
Commander, Submarine Flotilla 6 (Chas SC)
Commander, Submarine Development Group Two (NLdn)
Commander, Submarine Squadron 2 (NLdn)
Commander, Submarine Squadron 8 (NLdn)
Commander, Submarine Squadron 10 (NLdn)
Commander, Submarine Squadron 18 (Chas SC)
Commander, Submarine Division 21 (NLdn)
Commander, Submarine Division 22 (NLdn)
Commander, Submarine Division 81 (NLdn)
Commander, Submarine Division 82 (NLdn)
Commander, Submarine Division 101 (NLdn)
Commander, Submarine Division 102 (NLdn)
Commander, Submarine Squadron 6 (NorVa)
Commander, Submarine Division 61 (NorVa)
Commander, Submarine Division 62 (NorVa)
Commander, Submarine Division 63 (NorVa)
Commander, Submarine Squadron 4 (Chas SC)
Commander, Submarine Division 41 (Chas SC)
Commander, Submarine Division 42 (Chas SC)
Commander, Submarine Squadron 12 (KWest)
Commander, Submarine Division 121 (KWest)
Commander, Submarine Division 122 (KWest)
USS Orion (AS 18) (NorVa)
USS Holland (AS 32) (NorVa)
USS Bushnell (AS 15) (Chas SC)
ARDM 2 (Chas SC)

CruDesLant

Commander, Destroyer Development Group Two (Nwpt)
Commander, Destroyer Division 601 (KWest)
Commander, Reserve Destroyer Squadron 30 (YN billets only) (Phil)
Commander, Reserve Destroyer Squadron 34 (YN billets only) (Chas SC)
Commander, Cruiser-Destroyer Flotilla 4 (NorVa)
Commander, Cruiser-Destroyer Atlantic (Comp 1)
USS Sierra (AD 18) (NorVa)
USS Puget Sound (AD 38) (Newport)
USS J. Douglas Blackwood (DE 219) (Phil)
USS Tweedy (DE 532) (NOrleans)
USS DeLong (DE 684) (New York)
USS Coates (DE 685) (New Haven)
USS Mills (DER 383) (Balto)

PhibLant

Amphibious Maintenance Support Unit (NorVa)

MineLant

USS Bluebird (MSC 121) (Ft Lauderdale)
USS Falcon (MSC 190) (Newport)
USS Frigate Bird (MSC 191) (Portsmouth, N. H.)
USS Hummingbird (MSC 192) (Portland, Me.)
USS Jacana (MSC 193) (Fall River, Mass.)
USS Kingbird (MSC 194) (Penascola)
USS Limpkin (MSC 195) Perth Amboy, N. J.)
USS Meadowlark (MSC 196) (Perth Amboy, N. J.)
USS Parrot (MSC 197 (Atlantic City)
USS Shrike (MSC 201) (Wilmington, N. C.)
USS Thrush (MSC 204) (Miami)
Inshore Underseas Warfare Group Two (NorVa)
Commander, Mine Squadron Four (Chas SC)
Commander, Mine Squadron Eight (Chas SC)
Explosive Ordnance Disposal Unit Two (Support personnel only) (Chas SC)

NavAirLant

Fleet Composite Squadron Six (Support personnel only) (NorVa)
Fleet Composite Squadron Four (Det Cecil Field)
Fleet Squadron Two (Det Quonset Point)

ServLant

Commander, Service Squadron Two (NorVa)
Commander, Service Squadron Four (NorVa)
USS Cadmus (AR 14) (Newport)
USS Amphion (AR 13) (NorVa)
USS Vulcan (AR 5) (NorVa)

Miscellaneous, Atlantic

**Underway Training Unit (NorVa)
**Fleet Training Group (Chas SC)
**Missile Training Unit, Atlantic (Dam Neck, Va)
Test and Evaluation Det (Sea Comp) (NorVa)
HQ Fleet Marine Force, Atlantic Fleet (NorVa)
PCE 856 Whitehall (Cleveland)
PCER 853 Amherst (Detroit)
PCE 877 Havre (Great Lakes)
PCE 880 Ely (Sheboygan, Wis)
PCE 902 Portage (Milwaukee)
USS Prowess (IX 305) (Buffalo)
Fitting Out Supply Assisting Team Atlantic (NorVa)
Mobile Post Office No 2 (NorVa)
Test and Evaluation Det (Comp 1) (Key West)

BuPers Distribution Control

*Food Management Team (Newport)
*Food Management Team (NorVa)
*Food Management Team (Chas SC)
*Food Management Team (SDgo)
*Food Management Team (PrlHbr)
*Food Management Team (LBeach)
*Fleet Assistance Group Pacific (SDgo)
*Fleet Assistance Group Atlantic (NorVa)

Notes

*Tour length is 36 months. Those activities not indicated by an asterick have a tour length of 24 months.

**Tour lengths are for 36 months for instructor personnel and 24 months for support personnel.

SHORE DUTY
Alphabetically by States

				California								Florida																				
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
BMCM	0	0	0	12	3	3	2	0	1	0	1	2	2	1	4	0	2	0	8	0	0	0	0	0	0	2	0	0	0	0	0	0
BMCS	0	0	0	23	1	6	5	0	0	1	9	6	6	4	10	1	6	0	10	0	0	0	0	0	0	14	1	0	0	0	0	0
BMC	1	0	1	96	21	45	48	6	13	0	22	14	18	12	41	7	50	0	46	3	3	1	4	4	2	31	14	8	6	1	5	0
BM1	7	4	2	139	19	42	73	4	33	0	48	22	9	6	49	15	38	0	87	2	2	4	4	9	6	41	16	15	7	5	3	0
BM2	0	1	1	211	11	40	83	3	14	0	37	28	32	9	40	9	54	0	19	2	0	7	1	4	3	43	13	8	4	8	1	1
BM3	0	0	0	36	1	24	10	0	9	0	7	16	1	7	15	3	46	0	8	0	0	6	0	4	0	32	10	1	2	0	0	0
BMSN/SA	0	0	0	12	0	2	16	0	0	0	9	19	0	0	0	0	13	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0
QMCM	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
QMCS	0	0	0	8	2	1	0	0	2	0	8	0	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
QMC	1	0	0	28	9	16	8	1	16	0	7	2	5	0	9	2	9	1	12	3	1	1	1	6	3	5	5	3	2	2	1	0
QM1	0	0	0	27	9	15	16	4	10	0	11	4	5	1	13	4	28	0	26	0	1	0	0	0	0	10	6	0	6	1	7	0
QM2	0	0	0	33	3	18	8	0	4	0	17	3	4	0	7	3	29	0	18	1	0	0	0	0	0	7	0	0	2	0	1	0
QM3	0	0	0	6	0	3	1	0	0	0	19	0	0	0	2	0	19	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0
QMSN/SA	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
SMCM	0	0	0	2	0	2	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
SMCS	0	0	0	4	0	1	0	0	0	0	3	1	0	0	1	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
SMC	2	0	3	38	1	6	6	0	1	0	9	5	1	0	9	0	3	0	25	2	7	1	3	0	0	7	3	8	1	0	1	0
SM1	4	0	3	36	3	13	7	0	0	0	13	5	0	0	20	6	4	0	36	4	0	0	3	0	0	5	0	5	0	0	4	0
SM2	0	0	0	18	2	12	11	0	3	0	5	11	9	0	18	11	10	0	9	0	0	0	0	1	0	6	1	1	0	2	1	0
SM3	0	0	0	6	0	9	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SMSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RDCM	0	0	0	5	3	1	0	0	0	0	2	1	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0
RDCS	1	0	0	10	6	2	0	0	0	0	2	1	0	0	1	0	0	0	11	0	0	0	0	0	1	0	1	0	0	0	0	0
RDC	0	1	0	58	33	14	2	0	0	0	5	3	0	2	8	1	6	0	43	0	0	0	0	0	0	0	2	1	0	0	0	0
RD1	0	1	0	99	37	26	8	1	0	0	5	13	1	2	6	14	3	0	70	1	0	3	1	3	5	2	7	7	2	2	0	0
RD2	1	1	0	79	1	32	10	0	2	1	4	1	5	0	3	27	9	0	14	3	0	4	0	4	5	9	3	3	4	1	0	1
RD3	0	0	0	61	4	7	0	0	0	0	0	12	0	0	0	23	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
RDSN/SA	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STCM	0	0	0	10	0	2	0	0	1	0	3	3	0	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
STCS	0	0	0	25	1	1	1	0	2	0	1	8	0	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
STC	1	0	0	92	0	3	4	0	19	1	9	61	0	0	2	0	7	0	12	0	0	0	0	1	1	0	1	1	0	0	0	0
ST1	0	0	1	108	2	8	8	1	14	3	3	111	0	0	2	2	25	0	5	0	0	0	1	0	0	2	5	0	0	0	2	0
STS2	0	0	0	13	0	0	0	0	2	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STS3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STG2	0	0	0	34	0	0	12	0	0	8	0	51	0	0	0	0	20	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0
STG3	0	0	0	1	0	0	20	0	0	12	0	1	0	0	0	0	11	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0
STGSN/SA	0	0	0	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TMCM	0	0	0	2	0	1	2	0	4	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TMCS	0	0	0	7	0	1	2	0	4	0	1	9	0	0	1	0	3	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0
TMC	0	0	0	37	0	3	5	0	36	0	4	38	0	0	4	1	22	0	14	0	0	0	0	3	3	3	0	0	0	0	3	0
TM1	0	0	0	36	5	10	8	0	56	0	0	43	0	0	10	0	49	0	2	0	0	0	0	0	2	7	0	0	0	0	1	0
TM2	0	0	0	22	3	16	17	0	46	0	0	14	3	0	22	0	53	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0
TM3	0	0	0	11	0	4	6	0	29	0	0	6	0	0	6	0	69	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
TMSN/SA	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMCM	0	0	0	4	0	1	0	0	0	0	3	0	0	0	1	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0
GMCS	1	0	0	7	0	2	1	0	1	0	4	0	0	1	1	1	2	0	15	0	0	0	0	0	0	4	1	0	0	0	0	0
GMMC	0	0	0	1	0	19	6	0	0	0	1	0	1	0	0	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0
GMM1	0	0	0	10	0	22	9	1	0	0	0	0	0	0	0	0	1	0	25	0	0	0	0	0	0	1	0	0	0	0	0	0
GMM2	0	0	0	0	0	21	28	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMM3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMMSN/SA	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMTCM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

OVERSEAS DUTY
Which Counts as Shore Duty

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others, Overseas	
0	1	0	1	0	1	0	0	0	0	1	8	2	0	4	0	0	5	1	0	0	0	2	0	0	0	0	0	0	1	0	BMCM
0	0	0	0	0	1	0	1	0	0	3	9	6	0	11	2	0	19	3	0	0	0	4	0	0	2	1	1	0	3	0	BMCS
2	5	3	5	8	23	4	6	1	4	26	52	24	0	14	12	0	95	20	1	3	0	37	2	3	4	11	3	4	32	1	BMC
2	7	3	8	0	29	5	16	3	9	38	19	12	1	11	31	1	68	39	0	7	0	58	3	2	5	8	6	4	18	0	BM1
1	5	3	10	2	17	5	3	0	0	25	25	17	0	15	31	0	121	33	0	0	0	64	0	2	9	12	7	3	42	0	BM2
0	3	1	1	1	5	2	1	0	0	4	9	1	0	4	22	0	36	27	0	0	0	27	0	1	7	7	10	3	15	0	BM3
0	0	0	0	0	0	5	0	0	0	0	1	8	0	3	0	0	9	0	0	0	0	14	0	0	0	0	0	0	1	0	BMSN/SA
0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	1	0	QMCM
0	0	0	0	0	2	0	0	0	0	0	13	2	0	1	0	0	10	0	0	0	0	1	1	1	1	0	0	0	0	0	QMCS
1	2	1	1	1	10	3	3	1	2	6	15	8	0	3	9	1	25	7	0	5	0	8	3	0	3	2	0	0	4	1	QMC
4	0	1	1	3	16	4	2	5	0	6	9	4	0	2	15	6	40	12	0	2	0	9	4	0	3	1	1	3	4	1	QM1
0	0	0	4	1	4	0	0	0	0	7	22	1	0	2	12	0	24	5	1	0	0	5	5	0	3	0	0	0	5	0	QM2
0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9	3	0	0	0	8	1	0	0	1	0	5	1	0	QM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	QMSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SMCM
0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SMCS
2	1	0	2	3	5	0	4	3	1	5	6	3	0	20	6	0	7	2	0	0	0	0	2	0	0	0	0	0	1	0	SMC
5	5	0	0	7	4	3	7	4	3	8	7	3	0	1	10	0	15	2	0	3	1	3	0	0	0	0	0	1	0	0	SM1
0	6	0	4	0	2	0	1	0	0	1	7	3	0	12	15	0	16	6	0	0	0	9	0	0	1	1	0	4	7	0	SM2
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	5	0	0	0	0	0	0	0	3	0	SM3
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SMSN/SA
0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	RDCM
0	0	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	RDCS
0	2	0	0	0	3	0	3	0	0	1	18	4	0	1	3	0	42	3	0	0	0	2	1	2	2	1	0	0	2	0	RDC
1	6	0	0	0	5	0	3	0	3	7	11	9	0	5	5	0	78	3	1	2	0	3	0	0	0	0	0	1	4	0	RD1
0	4	0	7	1	8	1	3	0	0	11	12	0	1	8	8	1	42	8	0	1	0	5	0	0	1	0	0	2	4	2	RD2
0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	22	0	0	0	0	3	0	0	2	0	0	0	10	0	RD3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	8	0	RDSN/SA
0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	STCM
0	0	0	0	0	0	1	0	0	0	1	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	STCS
0	0	0	0	0	0	1	1	0	2	0	4	6	0	0	1	0	11	2	0	2	0	2	0	1	0	0	3	1	1	0	STC
0	0	0	0	0	1	4	1	0	4	0	8	12	0	1	0	0	13	5	0	0	0	6	0	0	1	0	7	0	5	0	ST1
0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	STS2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STS3
1	0	0	1	0	4	6	1	0	4	1	1	2	0	0	0	0	12	4	0	0	0	6	0	0	0	0	15	2	11	0	STG2
0	0	0	0	0	0	16	0	0	7	0	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	15	0	10	0	STG3
0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	15	0	0	0	STGSN/SA
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	TMCM
0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	4	2	0	0	0	3	0	0	0	1	0	0	1	0	TMCS
0	0	0	5	0	1	0	2	0	0	3	4	9	0	0	0	0	16	8	0	2	0	3	0	0	0	1	0	2	1	0	TMC
3	0	1	8	0	1	0	0	0	0	5	2	24	0	1	0	0	32	6	0	0	0	7	0	0	0	3	2	0	2	0	TM1
0	0	2	13	1	2	0	1	0	0	0	11	24	0	5	1	0	17	13	0	0	0	8	0	0	0	9	2	0	4	0	TM2
0	0	0	13	0	0	0	0	0	0	0	3	24	0	0	0	0	12	18	0	0	0	12	0	0	0	7	3	0	4	0	TM3
0	0	0	1	0	0	0	0	0	0	0	0	25	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	TMSN/SA
0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	GMCM
0	0	0	0	1	1	0	2	0	0	3	4	1	0	0	0	0	14	0	0	0	0	3	0	0	0	1	0	0	4	0	GMCS
0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	GMMC
0	0	0	0	10	0	0	0	0	0	0	0	4	0	0	0	0	13	0	0	0	0	1	0	0	0	1	0	0	0	0	GMM1
0	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	0	16	0	0	0	0	1	0	0	0	0	0	0	0	0	GMM2
0	0	0	0	11	0	0	0	0	0	0	0	10	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	1	0	GMM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	GMMSN/SA
0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	GMTCM

SHORE DUTY

Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
GMTCS	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMTC	0	0	0	11	0	1	3	0	0	0	1	0	0	1	7	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMT1	0	0	0	15	0	3	10	0	0	0	0	1	0	0	9	1	8	0	2	0	0	0	0	0	2	6	0	0	0	0	0	0
GMT2	0	0	0	2	0	4	11	0	0	0	0	1	0	0	13	0	14	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0
GMT3	0	0	0	6	0	0	4	0	0	0	0	2	0	0	13	0	17	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
GMTSN/SA	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMGC	2	0	1	71	4	10	12	1	2	1	6	3	3	1	7	1	4	2	65	5	2	0	1	4	2	7	8	3	2	1	3	0
GMG1	6	0	2	51	14	24	28	7	8	0	6	4	4	3	14	6	3	0	89	2	1	0	3	5	1	17	4	2	0	3	9	0
GMG2	1	0	0	41	11	23	29	0	7	1	9	3	2	2	13	3	9	0	13	1	0	1	0	0	1	11	4	3	1	5	1	0
GMG3	0	0	0	4	0	2	4	0	1	0	0	1	1	2	3	2	3	0	7	0	0	0	0	0	1	1	0	0	0	1	0	0
GMGSN/SA	0	0	0	2	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTCM	0	0	0	8	0	5	6	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTCS	0	0	0	11	1	10	14	0	5	0	8	0	0	2	1	0	4	0	8	0	0	0	0	0	0	4	0	0	0	0	0	0
FTGC	0	0	0	22	0	2	16	0	16	0	4	0	0	0	0	0	4	0	16	0	0	0	0	0	0	6	0	0	0	0	0	0
FTG1	1	0	0	29	1	4	18	0	32	0	1	0	0	0	2	0	10	0	38	0	1	0	0	1	0	14	0	0	0	0	1	0
FTG2	0	0	0	38	0	3	3	0	25	0	0	0	0	0	2	2	10	0	69	0	0	0	0	0	0	29	3	0	1	0	0	0
FTG3	0	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0
FTGSN/SA	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
FTMC	0	0	0	13	0	14	63	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0
FTM1	0	0	0	20	0	32	56	0	0	0	0	0	0	0	0	0	1	0	19	0	0	0	0	0	0	4	0	0	0	0	0	0
FTM2	0	0	0	6	0	15	18	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTM3	0	0	0	2	0	12	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTMSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTBC	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTB1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTB2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTB3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FTMSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MTC	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MT1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	2	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
MT2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MT3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MTSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MNCM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
MNCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MNC	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
MN1	0	0	0	1	0	3	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
MN2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	1	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
MN3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
MNSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETCM	0	0	0	13	8	6	3	1	2	0	1	1	0	2	1	1	8	4	7	0	0	0	0	0	1	0	1	0	0	0	0	0
ETCS	0	0	0	19	16	4	9	0	7	0	12	3	2	3	5	6	10	4	10	0	0	0	0	0	2	4	0	0	0	1	0	0
ETC	0	0	0	106	100	17	45	0	53	0	36	8	4	2	12	23	35	10	104	0	2	3	0	3	5	7	4	3	1	2	1	0
ET1	0	0	0	115	75	24	71	1	69	1	42	19	12	3	40	59	97	30	103	2	1	2	0	7	7	19	6	3	5	8	1	0
ETN2	0	0	0	48	18	26	81	0	13	1	43	16	7	2	22	13	93	20	21	0	1	3	0	1	12	15	6	1	4	4	0	0
ETN3	0	1	0	36	2	23	68	0	6	3	35	14	1	0	35	9	75	0	6	0	0	4	0	1	14	7	9	1	3	3	0	0
ETNSN/SA	0	1	0	4	0	22	26	0	0	0	24	11	4	0	13	10	33	0	2	0	0	0	0	0	12	8	0	0	1	6	0	0
ETR2	0	0	0	37	15	16	15	0	29	1	2	16	6	0	41	39	37	10	17	1	0	2	0	2	7	15	2	3	1	5	0	0
ETR3	0	0	0	14	2	4	5	0	15	0	1	0	2	0	19	32	2	0	3	0	0	0	0	0	0	11	0	0	0	0	0	0
ETRSN/SA	0	0	0	9	0	0	5	0	3	1	0	1	0	0	5	23	0	0	2	0	0	0	0	0	1	3	0	0	0	0	0	0
DSCM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DSCS	0	0	0	5	0	0	6	0	0	0	2	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others, Overseas	
0	1	0	1	1	0	0	0	1	0	0	0	1	0	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	GMTCS
0	6	0	2	13	0	0	0	5	0	0	0	3	0	8	0	0	11	3	0	0	0	2	0	0	0	1	0	0	0	0	GMTC
0	13	0	6	22	1	0	0	0	0	0	1	4	0	10	0	0	46	4	0	0	0	2	0	0	0	5	1	0	2	0	GMT1
0	8	0	12	7	0	0	0	0	0	0	2	11	0	9	0	0	39	3	0	0	0	1	0	0	0	6	2	0	3	0	GMT2
0	7	0	11	1	0	0	0	0	0	0	2	7	0	19	0	0	24	7	0	0	0	4	0	0	0	13	2	0	4	0	GMT3
0	14	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	46	2	0	0	0	0	0	0	0	3	0	0	0	0	GMTSN/SA
1	0	2	4	2	13	3	2	2	1	7	8	7	0	7	7	1	22	4	1	2	0	14	0	0	1	2	0	1	3	0	GMGC
0	0	2	3	2	10	3	4	4	5	10	6	3	0	10	14	0	47	7	0	3	0	31	0	0	12	5	3	1	15	0	GMG1
1	0	0	0	3	3	2	3	0	3	17	5	6	0	3	3	1	31	10	0	0	0	32	0	0	2	6	1	1	12	0	GMG2
0	0	0	0	4	0	0	0	0	0	3	1	0	0	2	1	0	15	0	0	0	0	30	0	1	6	5	1	2	18	0	GMG3
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	GMGSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	FTCM
0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	FTCS
0	0	0	0	4	1	0	0	0	0	0	10	0	0	0	0	0	24	0	0	0	0	2	0	0	0	0	0	0	0	1	FTGC
0	0	0	0	0	2	1	0	0	0	1	4	1	0	0	0	0	31	3	0	0	0	2	0	0	0	0	0	0	0	0	FTG1
0	1	0	0	0	1	0	1	0	0	1	8	1	0	1	0	0	9	5	0	0	0	3	0	0	0	0	0	0	1	0	FTG2
0	0	0	3	0	4	1	2	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FTG3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FTGSN/SA
0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	FTMC
0	0	0	0	14	0	0	0	0	0	0	0	1	0	0	0	0	61	0	0	0	0	3	0	0	0	0	0	0	0	0	FTM1
0	0	0	0	17	0	0	0	0	0	0	0	2	0	0	0	0	25	0	0	0	0	6	0	0	0	0	0	0	1	0	FTM2
0	0	0	0	19	0	0	0	0	0	0	0	2	0	0	0	0	13	0	0	0	0	6	0	0	0	0	0	0	0	0	FTM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FTMSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	FTBC
0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	56	2	0	0	0	0	0	0	0	0	0	0	0	0	FTB1
0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	FTB2
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	FTB3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FTBSN/SA
1	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	MTC
0	0	0	0	0	1	0	0	0	0	0	0	27	0	1	0	0	50	5	0	0	0	0	0	0	0	0	0	0	0	0	MT1
0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	MT2
0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	MT3
0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	MTSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MNCM
0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	MNCS
0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	2	1	0	0	0	6	0	0	0	0	0	0	0	0	MNC
0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0	MN1
0	2	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	2	0	0	0	22	0	0	0	0	0	0	1	0	MN2
0	0	0	2	1	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	38	0	0	0	0	0	0	0	0	MN3
0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	MNSN/SA
0	0	0	0	0	4	0	0	0	0	3	2	2	0	0	1	0	16	1	0	0	0	1	0	0	1	0	1	0	1	0	ETCM
0	0	0	0	1	3	1	0	0	0	1	17	10	0	2	2	0	44	0	0	0	0	4	1	0	0	3	0	0	3	0	ETCS
0	3	0	2	1	9	0	1	0	0	7	13	16	0	10	9	0	104	10	0	3	0	13	2	0	6	10	3	2	20	3	ETC
0	9	0	4	1	20	4	1	1	4	11	34	45	1	12	28	0	208	22	0	3	0	35	4	0	10	17	7	7	35	6	ET1
0	1	0	2	2	4	5	1	0	2	5	24	7	0	4	14	5	54	27	0	0	0	73	14	0	12	24	8	10	59	7	ETN2
0	13	0	3	2	5	5	0	0	2	2	17	6	0	3	8	1	67	3	0	0	0	47	4	0	24	28	8	6	53	2	ETN3
0	4	0	0	0	0	0	0	0	0	1	6	3	0	0	15	0	13	2	0	0	0	49	2	0	7	16	1	3	33	0	ETNSN/SA
1	12	0	4	2	24	0	0	0	2	3	9	18	0	2	17	0	73	12	0	0	0	12	0	0	2	5	1	0	6	0	ETR2
0	8	0	2	3	0	0	0	0	1	1	5	1	0	1	7	0	14	5	0	0	0	5	0	0	0	5	0	0	8	0	ETR3
0	7	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	ETRSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	DSCM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	DSCS

SHORE DUTY
Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
DSC	0	0	0	22	1	1	30	0	0	0	6	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DS1	0	0	0	28	2	1	41	0	1	0	13	0	0	0	0	14	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
DS2	0	0	0	40	4	3	24	0	0	0	14	0	0	0	2	11	24	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
DS3	0	0	0	24	4	0	0	0	0	0	12	0	0	0	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DSSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PICM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
IMCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
IMC	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
IM1	0	0	0	7	0	1	0	0	2	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0
IM2	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
IM3	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
IMSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OMCS	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
OMC	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
OM1	0	0	0	5	0	1	1	0	5	0	1	0	0	0	1	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
OM2	0	0	0	9	0	1	0	0	5	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
OM3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OMSN/SA	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RMCM	0	0	0	11	0	0	4	0	0	0	16	1	1	0	1	0	4	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
RMCS	0	0	0	16	2	3	10	1	2	0	22	3	2	0	2	1	19	0	1	0	0	0	0	1	2	19	0	0	0	0	0	0
RMC	4	3	6	116	5	22	47	4	14	1	75	9	6	2	14	4	83	0	11	1	3	5	2	8	7	59	10	7	2	5	2	2
RM1	3	2	1	129	4	32	99	2	18	2	137	22	7	1	31	13	149	2	11	4	1	3	5	6	22	54	14	3	4	4	6	0
RM2	1	0	0	97	5	44	126	2	8	5	137	45	19	4	35	11	212	1	12	2	2	1	0	5	33	27	14	7	7	4	0	4
RM3	0	0	0	69	4	16	109	1	15	4	87	36	11	4	32	9	261	0	3	0	0	5	0	3	15	8	4	2	2	1	0	0
RMSN/SA	0	0	0	34	4	3	74	0	0	2	57	23	5	0	1	5	105	0	0	0	0	0	0	0	12	5	2	0	0	2	0	0
YNCM	0	0	0	5	1	0	1	0	0	0	19	0	1	0	2	0	5	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0
YNCS	0	0	0	13	6	5	3	1	2	0	35	1	3	0	3	2	15	1	9	1	0	0	0	1	0	2	1	0	0	0	0	0
YNC	3	0	1	56	11	20	22	3	8	0	233	12	13	1	25	5	62	1	24	2	2	2	2	7	1	29	9	3	3	5	4	0
YN1	2	1	1	107	23	26	46	4	11	1	337	17	26	1	46	10	130	2	38	3	1	2	0	5	7	28	8	0	1	4	3	0
YN2	1	2	1	152	32	42	46	7	13	0	337	27	35	2	56	14	199	3	37	1	0	0	2	5	8	28	2	1	1	11	3	0
YN3	0	0	0	160	14	45	59	5	14	0	138	26	30	3	63	10	180	3	34	0	0	0	0	2	7	18	7	0	0	22	0	0
YNSN/SA	1	0	0	84	1	32	43	0	6	0	28	8	33	0	29	5	24	3	26	0	0	0	0	0	1	35	0	0	0	18	0	0
CYN3	0	0	0	64	5	22	48	0	0	3	81	6	4	5	27	8	53	0	1	0	0	0	0	4	13	12	7	0	1	7	0	0
CYNSN/SA	0	0	0	59	4	17	49	0	0	4	68	14	6	0	23	6	75	0	1	0	0	0	0	2	1	21	6	0	0	4	0	0
PNCM	0	0	0	11	1	1	1	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0
PNCS	0	0	0	21	7	4	3	0	2	0	10	1	4	0	10	4	4	0	5	0	0	0	0	1	1	8	1	0	1	0	1	0
PNC	3	0	1	63	20	14	17	1	1	0	37	6	12	1	20	4	11	0	25	2	2	0	2	3	1	33	6	3	3	5	2	0
PN1	1	2	1	111	26	28	23	2	8	0	36	10	19	2	42	11	22	0	44	3	1	0	2	4	7	34	7	3	3	12	5	0
PN2	1	2	1	134	17	37	39	3	10	0	34	11	19	4	57	11	18	1	41	1	2	0	0	2	3	46	5	2	0	9	5	0
PN3	0	2	0	86	7	34	35	1	0	0	25	13	20	0	39	11	16	0	27	0	0	0	0	0	3	17	2	0	0	14	0	0
PNSN/SA	0	0	0	48	1	14	23	0	0	0	4	13	17	0	33	6	4	0	12	0	0	0	0	1	3	17	0	0	0	11	0	0
DPCM	0	0	0	4	0	0	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
DPCS	0	0	0	3	0	1	0	0	0	0	14	0	0	0	1	0	4	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
DPC	0	0	0	23	1	4	1	1	2	0	94	0	1	0	6	0	32	0	5	2	0	0	0	0	0	14	0	0	0	0	0	0
DP1	0	0	0	55	7	2	6	0	3	0	120	2	2	0	13	6	52	0	15	0	0	0	0	0	0	23	0	0	0	0	0	0
DP2	0	0	0	53	7	2	4	4	5	0	129	2	4	0	10	2	71	0	21	0	0	0	0	0	0	44	0	0	0	0	0	0
DP3	0	0	0	51	6	4	6	2	5	0	94	3	10	0	18	0	95	0	21	0	0	0	0	0	0	35	0	0	0	0	0	0
DPSN/SA	0	0	0	25	1	5	3	2	0	0	120	0	3	0	5	0	78	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
SKCM	0	0	0	5	1	4	3	0	0	0	9	1	0	0	3	1	6	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0
SKCS	0	0	0	13	7	11	4	0	2	0	5	1	3	1	4	2	7	0	4	0	0	0	0	0	0	3	1	1	0	0	0	0
SKC	2	0	0	42	10	23	16	1	7	0	24	2	7	2	20	10	29	1	16	3	2	2	1	4	3	14	10	2	4	4	1	0
SK1	1	2	1	61	11	35	35	1	15	1	29	10	11	6	20	11	47	1	27	1	0	3	1	5	6	20	9	4	4	5	2	0

OVERSEAS DUTY
Which Counts as Shore Duty

Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others,Overseas	
																						Pacific	Americas	Atlantic	Europe						
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	DSC
0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	22	0	0	0	0	0	5	0	3	0	0	0	0	0	DS1
0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	41	0	0	0	0	0	3	0	0	0	0	0	0	0	DS2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	2	0	0	0	0	0	0	0	DS3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	DSSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PICM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IMCS
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IMC
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	IM1
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	IM2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IMSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DMCS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	OMC
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	OM1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	OM2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DMSN/SA
0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	1	0	8	0	0	0	0	1	1	0	0	2	0	0	1	0	RMCM
0	0	1	1	1	0	0	0	0	0	2	6	1	0	2	1	0	23	3	0	0	0	10	2	1	3	2	1	2	5	2	RMCS
1	1	1	4	4	10	4	6	7	1	9	19	18	0	7	31	0	81	11	0	2	1	45	13	1	21	19	3	15	40	8	RMC
0	4	1	5	1	15	7	2	1	6	12	42	22	0	5	11	3	143	42	5	4	0	88	21	5	40	23	7	20	65	17	RM1
3	3	1	8	1	18	12	4	1	8	18	58	19	0	8	8	0	167	50	0	0	0	136	45	2	55	44	20	29	105	8	RM2
3	6	1	2	5	4	3	0	0	3	8	42	2	0	5	7	0	122	22	0	0	0	151	34	2	43	36	15	38	89	9	RM3
0	0	0	0	0	0	2	0	0	4	2	30	0	0	2	15	0	75	9	0	0	0	61	20	0	26	40	8	48	93	1	RMSN/SA
0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	8	0	0	0	0	1	2	2	1	0	0	0	0	0	YNCM
1	1	0	0	0	6	0	2	0	0	4	7	5	0	3	2	0	21	1	0	0	0	8	5	2	2	0	0	0	2	2	YNCS
8	2	3	1	14	18	3	8	2	2	10	19	11	0	8	22	1	91	13	0	5	0	15	16	10	19	5	1	8	5	38	YNC
8	6	5	2	22	17	3	4	0	1	13	29	16	0	12	20	2	175	22	0	1	0	57	38	20	32	8	3	14	14	20	YN1
3	7	1	9	24	24	2	5	0	2	9	47	22	0	22	32	2	240	31	0	2	0	80	40	19	27	10	3	14	20	10	YN2
0	3	0	3	20	10	3	1	0	1	5	43	13	0	10	27	0	215	33	0	0	0	44	20	12	36	9	4	14	16	4	YN3
0	2	0	1	0	1	0	0	0	0	1	27	9	0	4	62	0	79	7	0	0	0	9	9	1	9	4	0	1	2	1	YNSN/SA
0	4	1	0	0	7	2	0	0	3	7	18	2	0	8	12	0	122	17	0	0	0	41	6	2	26	10	4	3	17	4	CYN3
0	3	1	0	0	1	3	0	0	4	10	20	0	0	4	6	0	76	19	0	0	0	84	16	0	63	38	4	2	32	0	CYNSN/SA
0	0	0	0	0	1	0	0	0	0	1	1	1	0	2	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	PNCM
0	0	2	1	0	0	1	0	0	0	4	4	2	0	3	2	0	11	4	0	0	0	7	2	0	1	0	0	0	2	0	PNCS
1	2	2	1	1	16	2	3	2	3	12	10	4	0	10	13	0	56	12	0	2	0	7	0	0	4	3	1	2	4	0	PNC
3	1	2	6	4	13	2	7	1	1	19	20	10	0	18	24	0	86	16	0	1	0	17	3	2	5	5	2	3	10	2	PN1
1	2	5	4	3	12	4	3	3	3	6	17	6	0	9	32	1	63	28	0	3	0	20	3	5	3	1	2	3	10	1	PN2
0	6	1	4	0	3	1	0	0	1	3	15	5	0	18	29	1	40	23	0	0	0	26	3	0	3	5	4	3	8	0	PN3
0	1	0	0	0	0	0	0	0	0	0	2	0	0	20	48	0	28	11	0	0	0	2	1	0	1	2	1	0	5	0	PNSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	DPCM
0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	6	0	0	0	0	0	1	3	0	0	0	0	0	0	DPCS
1	1	0	1	0	1	1	1	0	0	2	5	2	0	1	1	0	30	1	0	0	0	6	1	2	0	0	0	0	0	0	DPC
0	0	0	0	1	0	1	1	0	0	3	7	5	0	1	1	0	66	0	0	0	0	7	11	9	1	0	0	1	1	3	DP1
0	0	0	2	3	0	0	6	0	0	1	11	8	0	5	0	0	73	2	0	0	0	7	17	5	0	1	0	2	1	1	DP2
0	0	0	4	0	0	0	6	0	0	0	5	5	0	2	1	0	88	0	0	0	0	15	19	1	0	0	0	0	0	0	DP3
0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	0	56	0	0	0	0	1	12	0	0	0	0	0	0	0	DPSN/SA
0	0	0	0	0	2	0	0	0	0	3	5	4	0	0	0	0	8	2	0	0	0	0	0	0	0	3	0	1	2	0	SKCM
0	1	1	0	0	2	1	0	0	0	10	14	4	0	2	4	0	12	3	0	0	0	11	2	0	0	1	0	0	1	0	SKCS
3	5	1	4	2	13	2	4	2	2	14	18	12	0	9	13	4	55	17	0	2	0	26	5	4	8	6	2	2	6	10	SKC
1	4	2	4	3	11	5	2	1	2	14	24	26	0	12	16	1	69	20	0	1	0	44	7	3	11	17	4	1	17	1	SK1

SHORE DUTY
Alphabetically by States

				California								Florida																				
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
SK2	1	2	0	74	15	37	39	1	16	1	37	8	12	7	38	14	59	1	30	0	0	3	1	4	10	22	9	3	5	7	0	0
SK3	0	4	0	44	4	21	35	0	5	2	27	7	12	3	21	7	38	0	23	0	0	2	0	1	7	6	3	3	1	6	0	0
SKSN/SA	0	1	0	24	0	11	6	0	0	0	4	3	14	0	13	9	5	0	20	0	0	1	0	2	5	0	0	1	0	1	0	0
DKCM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
DKCS	0	0	0	3	0	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0
DKC	1	0	1	5	0	7	9	1	1	0	6	1	1	0	2	3	3	1	2	1	0	0	1	2	1	5	1	1	1	1	1	0
DK1	0	1	0	14	0	5	9	1	4	0	10	3	4	0	6	5	7	1	2	0	1	0	0	1	3	9	1	0	0	1	0	0
DK2	0	0	0	20	2	12	18	0	7	1	14	2	3	0	10	5	13	1	5	0	0	0	0	0	2	9	2	0	0	2	0	0
DK3	0	0	0	30	0	12	16	1	0	0	22	0	5	0	15	3	7	0	8	0	0	0	0	2	1	7	1	0	0	3	0	0
DKSN/SA	0	0	0	2	0	1	4	0	0	0	0	0	6	0	1	2	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	0
CSCM	0	0	0	4	2	2	2	0	1	0	2	0	1	0	2	1	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0
CSCS	0	0	0	3	0	4	3	0	0	0	2	1	3	0	2	0	3	0	2	0	0	0	0	0	0	3	1	0	0	2	0	0
CSC	1	1	2	33	5	16	14	0	4	1	9	3	12	1	17	6	12	0	9	2	3	1	2	4	7	8	5	4	1	3	3	0
CS1	2	1	3	71	13	38	39	0	8	0	27	15	20	3	48	13	26	0	54	5	4	2	0	5	7	26	10	6	5	8	1	0
CS2	0	1	0	95	22	80	72	0	14	1	34	20	29	4	54	22	8	0	87	1	0	4	3	6	16	38	7	3	3	18	0	0
CS3	0	0	0	107	35	82	64	0	19	2	24	5	29	14	34	18	42	0	105	1	0	3	0	7	9	51	13	2	3	26	0	0
CSSN/SA	0	0	0	45	0	12	25	0	10	0	1	2	20	0	52	12	13	0	78	0	0	1	0	1	2	16	1	1	1	6	0	0
SHCM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
SHCS	0	0	0	4	2	6	10	0	0	0	2	1	2	0	5	0	5	0	2	2	0	0	0	2	4	3	1	0	0	1	0	0
SHC	0	0	0	13	2	11	7	0	2	1	2	3	4	0	10	4	5	0	6	0	0	1	0	1	2	8	0	1	1	1	0	0
SH1	0	0	0	10	9	22	22	0	3	1	5	4	7	0	13	9	14	0	17	1	0	1	0	5	7	11	4	3	7	3	4	0
SH2	0	0	0	26	9	34	36	0	6	1	7	7	14	0	20	6	17	0	13	6	0	2	0	1	11	10	2	0	1	4	0	0
SH3	0	0	0	2	1	0	1	0	2	0	2	0	0	0	2	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
SHSN/SA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JOCM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JOCS	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
JOC	0	0	0	3	1	3	1	0	0	0	10	0	3	1	2	0	4	0	3	3	0	0	0	1	0	0	0	0	0	0	0	0
JO1	0	0	0	2	0	1	2	0	1	0	7	1	3	0	3	1	4	0	5	5	0	0	0	0	0	0	1	0	0	2	0	0
JO2	0	0	0	6	1	4	3	0	1	0	6	2	4	0	3	1	5	0	6	0	0	0	0	0	0	1	0	0	0	1	0	0
JO3	0	0	0	5	0	1	3	0	0	0	1	2	5	0	4	1	9	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0
JOSN/SA	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PCCM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PCC	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PC1	0	0	0	3	5	0	0	0	1	0	3	0	1	0	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
PC2	0	0	0	2	6	0	1	0	1	0	2	0	1	0	3	3	4	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0
PC3	0	0	0	2	3	2	4	0	2	0	2	1	1	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
PCSN/SA	0	0	0	1	1	0	1	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
LICM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LICS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
LIC	0	0	0	1	0	1	0	0	0	0	4	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
LI1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
LI2	0	0	0	5	0	0	1	0	0	0	16	0	1	0	2	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
LI3	0	0	0	5	0	2	0	0	0	0	12	0	0	1	3	1	24	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
LISN/SA	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DMCM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DMCS	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
DMC	0	0	0	4	0	2	0	0	0	0	6	1	0	0	3	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
DM1	0	0	0	11	0	5	3	0	2	0	17	2	2	0	2	1	10	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
DM2	0	0	0	12	1	3	7	0	2	0	18	2	2	0	2	3	19	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
DM3	0	0	0	7	3	3	3	0	1	0	6	2	3	0	2	3	14	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
DMSN/SA	0	0	0	7	0	4	1	0	0	0	0	1	3	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

OVERSEAS DUTY
Which Counts as Shore Duty

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	Narth Caralina	Ohio	Oklahoma	Oregan	Pennsylvania	Rhode Island	Sauth Caralina	Sauth Dakata	Tennessee	Texas	Utah	Virginia	Washingtan	West Virginia	Wiscansin	Wyaming	Japan	U. Kingdam	Germany	Italy	Spain	Bermuda	Panama	Puerta Rica	Others,Overseas	
1	13	3	7	5	13	5	1	0	0	35	26	40	0	16	10	1	96	27	0	0	0	78	7	6	10	25	7	5	25	2	SK2
1	9	0	2	3	1	10	0	0	2	5	13	12	0	9	5	0	65	5	0	0	0	101	8	4	11	10	3	5	13	0	SK3
0	5	0	0	0	0	5	0	0	0	2	3	4	0	2	5	0	25	0	0	0	0	2	2	2	2	0	0	0	3	0	SKSN/SA
0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	DKCM
0	0	0	1	0	2	0	0	0	0	0	3	1	0	1	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	DKCS
1	1	0	0	1	2	1	7	2	1	4	2	1	0	4	4	0	10	3	0	1	0	3	2	1	0	1	1	0	1	1	DKC
0	2	2	2	2	3	0	7	0	0	3	7	3	0	5	2	0	17	5	0	0	0	8	1	0	3	5	1	0	3	1	DK1
0	4	2	2	2	6	1	1	0	1	3	3	4	0	8	3	0	22	9	0	0	0	6	1	3	3	7	3	0	5	0	DK2
0	1	2	1	0	5	0	0	0	0	5	4	7	0	3	2	0	12	4	0	0	0	8	2	0	0	4	0	0	4	0	DK3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	DKSN/SA
0	0	0	0	0	0	0	0	0	0	1	3	1	0	1	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	CSCM
0	0	0	1	0	1	0	0	0	0	1	6	2	0	1	2	0	5	4	0	0	0	5	0	0	1	0	0	0	1	0	CSCS
2	2	3	2	3	6	1	3	1	0	8	7	5	0	9	9	0	20	9	0	2	0	5	1	1	3	2	2	2	10	0	CSC
3	6	6	6	2	14	3	3	2	1	14	23	10	0	17	15	0	52	18	0	2	0	15	0	1	11	6	2	5	17	0	CS1
0	10	7	15	0	7	2	0	0	1	17	29	13	0	32	30	1	114	34	0	0	0	26	0	1	13	12	7	6	40	0	CS2
0	12	5	2	0	12	3	0	0	2	10	35	21	0	33	9	5	109	38	0	0	0	17	0	1	8	12	3	4	19	0	CS3
0	4	0	0	0	6	0	0	0	0	2	0	0	0	11	8	0	29	2	0	0	0	0	0	0	0	0	0	0	6	0	CSSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	SHCM
0	1	0	1	0	1	1	0	0	1	4	4	4	0	2	2	0	13	6	0	0	0	4	1	0	2	1	0	1	6	0	SHCS
0	1	4	1	0	3	1	0	0	0	3	2	4	0	1	3	0	12	5	0	0	0	10	4	0	2	1	3	2	10	0	SHC
1	2	6	4	0	5	2	2	0	0	10	11	4	0	7	8	0	22	16	1	0	0	8	2	1	3	3	3	2	16	0	SH1
0	5	1	6	0	1	3	0	0	3	10	10	5	0	9	9	0	48	14	1	0	0	8	2	0	4	3	3	1	9	0	SH2
0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	4	0	SH3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	SHSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	JOCM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	JOCS
1	0	0	0	0	3	0	0	0	0	0	2	2	0	3	1	0	6	0	0	0	0	3	1	1	3	1	0	0	3	0	JOC
0	0	0	0	0	3	0	0	0	0	1	1	1	0	1	2	0	7	2	0	0	0	9	1	0	1	0	0	0	2	0	JO1
0	1	0	1	1	1	0	0	0	0	0	2	0	0	1	1	0	10	0	0	0	0	10	1	1	1	1	0	1	1	0	JO2
0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	2	0	14	0	0	0	0	13	0	0	0	1	0	2	3	0	JO3
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	JOSN/SA
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0	1	0	PCCM
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	PCCS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	2	0	2	0	0	0	2	0	PCC
0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	7	2	0	0	0	10	2	0	10	1	1	0	4	0	PC1
0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	19	4	1	5	1	0	0	5	0	PC2
0	0	0	0	2	3	0	0	0	0	0	0	0	0	1	4	0	7	0	0	0	0	20	3	0	9	4	1	2	9	0	PC3
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8	1	1	6	0	0	0	1	0	PCSN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	LICM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	LICS
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	LIC
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	1	1	1	0	0	0	0	0	3	LI1
0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	12	0	0	0	0	1	3	0	0	0	0	0	0	0	LI2
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	22	0	0	0	0	1	2	0	0	0	0	0	0	0	LI3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	LISN/SA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	DMCM
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	DMCS
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	1	1	0	0	0	0	1	0	0	DMC
0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	10	1	0	0	0	0	0	2	3	0	0	0	1	0	DM1
0	0	0	1	2	0	0	0	0	0	0	3	2	0	0	0	0	21	0	0	0	0	2	2	2	1	0	0	1	0	0	DM2
0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	17	2	0	0	0	2	2	0	2	0	0	1	0	0	DM3
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	DMSN SA

SHORE DUTY
Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
MUCM	0	0	0	1	1	0	0	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
MUCS	0	0	0	3	1	0	0	0	1	0	20	0	0	0	2	0	1	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0
MUC	0	0	0	4	1	0	0	1	0	0	52	1	1	0	2	0	0	0	2	0	0	0	0	0	0	29	0	0	0	0	0	0
MU1	0	0	0	15	5	0	0	0	4	0	70	0	4	0	11	0	3	0	9	0	0	0	0	0	0	24	4	0	0	0	0	0
MU2	0	0	0	22	6	0	0	0	8	0	25	0	8	0	17	0	7	0	12	0	0	0	0	0	0	25	8	0	0	0	0	0
MU3	0	0	0	32	10	0	0	4	10	0	0	0	9	0	21	0	10	0	14	0	0	0	0	0	0	10	0	0	0	0	0	0
MUSN/SA	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SN/SA	0	0	0	459	55	194	358	0	145	15	263	149	270	44	222	107	354	0	42	0	0	3	0	10	24	180	50	5	1	28	0	0
SPCM	0	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MMCM	0	0	0	11	1	0	0	0	2	0	3	0	1	0	1	0	1	3	4	0	0	0	0	0	0	0	1	0	0	0	0	0
MMCS	0	0	0	30	2	0	3	1	4	0	3	0	3	0	4	1	3	7	17	0	0	0	1	0	0	2	0	1	1	0	1	0
MMC	3	1	0	121	10	29	23	3	20	0	13	2	16	2	25	13	15	18	81	5	0	2	3	2	1	14	9	5	5	0	8	0
MM1	3	3	4	129	9	35	18	3	56	0	15	8	33	2	51	9	20	73	103	2	5	0	3	3	5	4	13	6	3	6	4	0
MM2	0	1	0	141	16	27	31	0	32	0	33	9	57	3	33	13	12	72	63	0	0	0	0	2	2	31	12	0	0	18	0	0
MM3	0	0	0	0	0	2	1	0	12	0	10	3	1	0	1	0	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
MMFN/FA	0	3	0	3	0	3	0	0	10	0	0	2	0	1	5	2	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
ENCM	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0
ENCS	0	0	0	10	0	1	4	1	5	0	4	1	1	1	1	2	3	0	9	0	0	0	1	0	0	2	2	1	1	2	1	0
ENC	2	0	2	30	11	19	17	4	43	0	19	8	0	1	16	3	17	0	42	6	5	1	6	6	1	5	6	6	0	0	6	1
EN1	3	1	3	76	29	34	49	0	54	1	15	17	16	14	26	12	33	0	59	5	8	1	4	4	1	22	15	7	3	1	5	0
EN2	0	1	0	124	18	34	67	0	25	2	14	35	21	8	31	12	49	0	16	0	0	0	1	3	3	39	3	2	0	3	0	0
EN3	0	0	0	42	10	30	22	0	14	2	23	17	7	3	8	1	55	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0
ENFN/FA	0	0	0	12	0	7	11	0	13	0	12	3	6	6	0	2	13	0	4	0	0	0	0	1	0	6	0	0	0	0	0	0
MRCM	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MRCS	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MRC	0	1	0	26	1	1	0	1	4	0	2	0	1	0	4	0	1	1	1	1	1	0	0	1	0	1	0	5	0	0	3	0
MR1	1	1	0	45	2	7	6	0	10	0	4	2	7	1	4	5	14	1	6	0	0	0	0	0	2	4	1	0	3	0	0	0
MR2	0	0	0	31	2	7	14	0	23	0	2	1	9	1	2	2	19	1	3	0	0	0	0	0	1	0	0	0	0	1	1	0
MR3	0	0	0	2	0	4	1	0	13	0	2	0	0	3	1	0	16	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0
MRFN/FA	0	0	0	0	0	1	1	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
BTCM	0	0	0	13	1	0	1	0	0	0	0	0	2	0	1	0	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0
BTCS	0	0	0	18	2	2	0	0	0	0	2	1	1	0	4	0	0	0	13	0	0	0	1	0	0	2	0	0	0	0	0	0
BTC	1	0	2	91	13	15	3	2	1	0	8	5	6	1	21	0	1	0	58	2	3	0	4	2	0	2	7	1	4	2	4	0
BT1	2	0	2	61	19	29	10	3	0	1	18	2	11	3	27	8	0	2	67	6	4	0	3	6	0	14	9	7	7	5	6	1
BT2	0	0	0	78	21	27	27	0	2	0	21	13	28	4	28	7	0	0	41	0	0	0	0	0	4	43	12	2	5	0	0	0
BT3	0	0	0	0	0	6	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
BTFN/FA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRCM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
BRCS	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
BRC	0	0	0	15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0
BR1	0	0	0	9	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0
EMCM	0	0	0	9	1	1	0	0	1	0	1	0	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0
EMCS	0	0	0	20	3	1	1	0	4	0	2	0	1	0	3	0	2	3	23	0	0	0	0	0	0	1	0	0	0	1	0	0
EMC	1	0	0	91	8	22	19	1	41	0	13	3	9	0	9	2	15	6	58	0	0	0	4	1	1	9	9	3	4	3	11	0
EM1	4	1	2	88	8	14	23	3	42	0	6	6	2	2	20	2	18	31	64	0	3	1	4	1	0	10	9	7	7	0	8	0
EM2	2	1	0	110	19	24	43	2	27	0	18	8	8	12	9	6	42	29	13	2	1	0	0	0	1	20	8	1	2	3	2	0
EM3	0	0	0	17	0	2	10	0	19	0	13	7	1	1	8	1	42	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0
EMFN/FA	0	0	0	3	0	1	10	0	6	0	0	0	0	2	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ICCS	0	0	1	6	1	0	0	0	5	0	2	0	0	0	2	0	1	3	10	1	0	0	0	0	0	0	0	0	0	0	0	0
ICC	1	0	0	36	1	3	2	0	24	0	4	0	0	0	1	0	4	2	36	0	0	0	0	0	0	2	1	0	0	0	0	0
IC1	0	0	0	68	7	0	2	0	9	0	14	3	0	0	15	0	14	12	58	0	0	0	0	0	0	1	1	2	3	0	2	0
IC2	0	1	0	45	4	6	12	0	6	0	13	6	1	1	3	1	14	12	10	2	0	0	0	0	0	9	1	0	0	2	0	0

OVERSEAS DUTY
Which Counts as Shore Duty

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others,Overseas	
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	MUCM
0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	MUCS
0	0	1	0	0	1	0	0	0	0	0	1	0	0	2	1	0	30	0	0	0	0	0	0	0	0	0	0	0	1	0	MUC
0	0	0	0	0	5	0	0	0	0	0	6	4	0	4	4	0	27	4	0	0	0	3	0	0	4	0	0	0	2	0	MU1
0	0	0	0	0	6	0	0	0	0	0	12	6	0	5	8	0	19	8	0	0	0	6	0	0	8	0	0	0	4	0	MU2
0	0	0	0	0	10	0	0	0	0	0	13	8	0	6	10	0	30	10	0	0	0	7	0	0	10	0	0	0	6	0	MU3
0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	MUSN/SA
6	48	7	7	8	12	14	1	0	12	23	125	39	0	89	247	0	719	185	0	0	0	103	10	12	45	45	13	23	190	1	SN/SA
0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	SPCM
0	0	1	0	0	3	0	1	0	0	2	4	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	MMCM
0	0	1	1	0	6	0	1	0	0	4	6	1	0	2	2	0	13	1	0	0	0	1	0	0	1	0	0	0	0	0	MMCS
4	1	1	2	4	25	5	11	2	4	21	25	10	0	17	18	0	57	13	0	2	0	5	0	0	1	2	0	0	6	0	MMC
2	1	3	5	3	63	2	7	0	4	25	14	14	0	55	56	1	54	25	1	0	0	8	0	0	2	4	1	1	7	0	MM1
2	1	1	15	3	63	1	4	0	0	24	28	16	0	53	55	2	86	24	0	1	0	8	0	0	6	2	0	3	6	0	MM2
0	3	0	2	1	0	0	0	0	0	4	6	2	0	3	0	0	1	0	0	0	0	5	0	0	10	2	0	0	3	0	MM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MMFN/FA
0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	ENCM
0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	1	0	0	0	2	0	0	0	0	0	0	0	0	ENCS
4	2	1	0	3	18	3	13	4	6	18	10	18	0	6	16	0	26	14	0	7	0	7	0	0	2	2	0	1	2	1	ENC
0	2	2	6	4	21	7	8	5	8	21	37	34	0	33	22	7	71	30	0	8	0	25	1	2	4	7	4	4	25	1	EN1
0	2	2	3	0	7	7	2	1	0	15	21	19	0	7	17	0	50	35	0	0	1	20	0	1	5	6	4	5	26	0	EN2
0	1	2	1	1	2	3	0	0	3	5	24	15	0	0	3	5	50	42	0	0	0	11	0	0	4	1	3	0	25	0	EN3
0	0	0	0	0	0	2	0	0	0	0	4	3	0	0	2	0	15	0	0	0	0	7	0	1	0	0	0	0	4	0	ENFN/FA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MRCM
0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	MRCS
0	0	0	0	0	1	0	0	0	4	0	1	0	0	1	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	0	MRC
0	0	1	2	1	7	0	3	0	0	4	2	4	0	5	2	0	6	2	1	0	0	2	0	0	1	1	0	0	1	0	MR1
1	0	1	1	1	0	0	3	0	0	4	3	2	0	1	6	0	11	12	0	0	0	3	0	0	2	0	0	0	2	0	MR2
0	0	0	1	0	0	0	0	0	0	0	3	2	0	1	1	0	3	0	0	0	0	4	0	0	0	1	0	0	1	0	MR3
0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MRFN/FA
0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	BTCM
0	0	0	0	1	1	1	0	0	1	6	13	1	0	2	2	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	BTCS
4	0	1	2	3	11	1	6	3	2	22	35	6	0	13	12	0	26	5	0	0	0	2	0	0	3	0	0	1	1	0	BTC
5	2	0	3	2	23	2	11	3	4	32	31	8	0	12	32	0	21	10	0	5	0	1	0	0	1	1	0	0	7	0	BT1
0	1	3	3	2	6	0	3	0	1	15	44	6	1	37	22	0	67	10	0	0	0	0	0	0	0	2	1	0	7	0	BT2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	BT3
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BTFN/FA
0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BRCM
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BRCS
0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	BRC
0	0	0	0	0	6	0	0	0	0	12	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BR1
0	0	1	0	0	5	0	0	0	0	2	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	EMCM
0	0	0	0	1	5	1	0	0	1	2	4	6	0	3	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	EMCS
5	0	0	6	0	17	3	5	0	2	10	12	13	0	9	8	0	19	15	1	2	0	4	1	1	0	0	0	1	0	1	EMC
2	0	1	4	3	43	2	9	0	0	19	8	18	0	6	17	5	26	17	1	2	0	12	1	0	2	2	1	1	5	0	EM1
0	3	3	3	1	34	1	6	0	1	38	26	26	0	7	5	1	68	35	0	1	0	17	1	0	1	5	2	4	23	0	EM2
0	1	0	2	2	0	0	0	0	0	2	8	3	0	0	1	0	9	1	0	0	0	14	1	0	0	4	1	0	5	0	EM3
0	0	0	0	0	0	0	0	0	0	2	2	6	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	2	0	EMFN/FA
0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	ICCS
1	0	0	2	0	1	0	1	0	0	3	0	10	0	0	0	0	5	2	0	0	0	2	1	0	0	1	0	0	1	0	ICC
0	0	0	0	0	10	1	3	0	0	5	1	11	0	5	1	0	14	5	0	0	0	4	0	0	0	0	0	0	2	1	IC1
0	0	0	3	2	9	0	0	0	0	7	6	5	0	5	6	0	26	14	0	0	0	8	6	0	0	1	0	1	6	1	IC2

SHORE DUTY
Alphabetically by States

				California								Florida																				
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
IC3	0	0	0	6	1	0	0	0	6	0	2	1	0	0	3	4	10	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0
ICFN/FA	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SFC	0	0	0	80	2	8	5	0	16	0	7	3	4	3	11	1	14	2	23	3	0	0	0	2	1	1	6	0	3	0	6	0
SF1	1	0	0	171	9	15	11	0	52	0	9	4	1	4	15	1	29	13	40	1	0	0	0	0	0	6	3	0	4	3	3	0
SFM2	0	0	0	128	8	14	12	0	29	0	6	1	5	1	1	6	42	0	3	0	0	0	0	0	0	6	1	0	0	4	0	0
SFM3	0	0	0	7	0	0	2	0	23	0	1	1	0	4	1	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
SFMFN/FA	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SFP2	0	1	0	69	10	12	8	0	21	1	5	1	7	0	1	7	23	3	3	0	0	0	0	0	0	5	0	0	0	0	1	0
SFP3	0	0	0	0	0	4	1	0	9	0	0	0	0	2	2	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
SFPFN/FA	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
DCCM	0	0	0	8	2	0	1	0	0	0	1	0	1	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
DCCS	0	0	1	26	6	1	1	0	2	0	0	0	0	1	5	0	2	0	3	1	0	0	0	2	0	2	0	0	0	0	0	0
DCC	0	1	0	47	16	7	4	1	5	0	7	0	0	3	3	0	3	0	3	0	0	0	0	0	1	1	4	1	0	1	0	0
DC1	2	0	0	54	20	8	10	0	6	0	10	7	3	4	11	2	13	0	9	0	0	0	0	0	0	6	0	0	0	2	0	0
DC2	0	0	0	69	17	5	19	0	7	0	9	5	1	3	10	3	10	0	11	1	0	0	0	0	0	10	2	0	0	5	1	0
DC3	0	0	0	7	2	1	3	0	8	0	2	0	1	2	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DCFN/FA	0	0	0	4	0	0	1	0	6	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PMC	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
PM1	0	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM2	0	0	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MLCM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MLCS	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MLC	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
ML1	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
ML2	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ML3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MLFN/FA	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FN/FA	0	0	0	113	10	22	51	0	28	1	10	30	13	13	8	2	64	0	5	0	0	0	0	0	0	33	4	0	0	0	0	0
CUCM	0	0	0	1	0	3	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
EACS	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAC	0	0	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	4	0	0
EA1	0	0	0	2	0	6	3	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0
EA2	0	0	0	2	0	3	2	0	0	0	2	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0
EA3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
EACN/CA	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
CECS	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
CEC	0	0	2	1	0	10	2	0	0	0	4	1	0	0	1	0	0	0	1	1	1	0	0	1	0	1	2	1	0	4	2	0
CE1	0	0	0	2	0	14	2	0	1	1	9	0	0	0	1	2	0	0	5	1	0	1	1	1	3	1	1	1	2	8	0	0
CE2	0	0	0	2	0	12	4	0	1	0	13	3	0	0	5	4	1	0	5	0	0	2	0	2	5	0	4	1	1	1	0	0
CE3	0	0	0	0	0	3	4	0	0	1	2	1	1	0	1	0	2	0	0	0	0	0	0	0	1	5	0	2	0	1	0	0
CECN/CA	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0
EQCM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
EOCS	0	0	0	1	0	3	0	0	0	0	3	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
EOC	0	0	0	5	0	29	4	0	0	0	5	1	0	0	2	2	2	0	3	0	0	0	0	0	1	1	0	0	0	5	0	0
EO1	0	0	0	15	0	41	5	0	1	0	6	1	0	0	8	0	4	0	13	0	0	0	0	0	4	0	0	0	0	9	0	0
EO2	0	0	0	26	1	21	16	0	0	1	8	3	0	0	9	3	13	0	27	0	0	0	0	0	3	2	1	0	0	2	0	0
EO3	0	0	0	33	0	9	8	0	0	0	11	5	0	0	16	0	15	0	16	0	0	0	0	0	2	0	0	0	0	6	0	0
EOCN/CA	0	0	0	0	0	9	4	0	0	0	0	2	3	0	2	3	1	0	0	0	0	0	0	0	4	2	0	0	0	8	0	0

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rica	Others, Overseas	
0	0	0	0	2	0	0	0	0	0	1	0	0	0	2	1	0	9	0	0	0	0	2	1	0	0	0	0	4	0	0	IC3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	ICFN/FA
0	0	0	2	0	3	2	4	0	0	7	7	7	0	15	6	0	20	8	0	3	0	5	0	0	2	0	0	0	1	0	SFC
0	0	0	2	0	14	2	5	0	1	13	16	9	0	7	9	1	28	8	0	2	0	3	0	1	0	0	1	0	2	0	SF1
0	0	0	3	0	9	0	0	0	0	2	4	5	0	2	17	1	9	13	0	0	0	2	0	0	0	0	0	0	6	0	SFM2
0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	SFM3
0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SFMFN/FA
0	0	0	1	0	2	0	2	0	0	9	2	2	0	1	6	0	18	9	0	0	0	4	0	0	0	1	0	0	1	0	SFP2
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	SFP3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	SFPFN/FA
0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	DCCM
0	0	0	0	0	0	0	0	2	0	5	1	2	0	0	0	0	6	2	0	0	0	3	0	0	0	0	0	0	0	0	DCCS
0	0	0	0	0	1	0	0	0	0	10	11	8	0	2	1	0	15	4	0	0	0	7	0	0	1	2	0	0	2	0	DCC
0	0	2	1	0	2	0	1	0	0	14	12	12	0	1	4	0	20	9	0	0	0	5	0	0	1	2	0	1	5	0	DC1
0	0	0	2	0	6	0	0	0	0	18	7	9	0	2	1	6	16	14	0	1	0	6	0	1	2	5	2	1	8	0	DC2
0	0	0	0	2	0	0	0	0	0	2	3	5	0	1	0	0	2	2	0	0	0	3	0	0	1	5	0	0	3	0	DC3
0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DCFN/FA
0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PMC
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	PM2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLCM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLCS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLC
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	ML1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ML2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	ML3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MLFN/FA
0	0	2	2	0	1	1	0	0	0	6	51	25	0	0	3	0	60	49	0	0	0	21	0	4	3	18	9	7	36	0	FN/FA
0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CUCM
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EACS
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	EAC
0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	EA1
0	2	1	0	0	1	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	EA2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	EA3
0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EACN/CA
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	CECS
0	0	0	1	0	1	0	0	0	1	1	3	0	1	1	1	0	1	2	0	0	0	1	0	0	0	1	0	0	4	0	CEC
0	0	1	0	1	4	1	0	0	1	1	3	0	0	1	2	0	1	2	0	2	0	12	0	0	1	3	2	0	4	0	CE1
0	3	1	0	0	4	1	0	0	1	2	2	0	0	2	2	0	3	3	0	0	0	10	0	0	2	11	6	0	8	0	CE2
0	2	0	0	0	0	1	0	0	1	0	0	0	0	2	3	0	0	0	0	0	0	12	0	0	0	4	0	0	5	0	CE3
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	CECN/CA
0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EQCM
0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	EOCS
0	1	0	0	0	1	0	0	0	1	0	9	1	0	1	4	0	4	4	0	0	0	4	0	0	0	1	0	0	2	0	EOC
0	5	0	0	0	2	0	0	0	0	0	9	4	0	7	8	0	6	3	0	0	0	5	0	0	1	1	2	0	3	0	EO1
0	12	0	0	0	2	1	0	0	0	0	2	3	0	13	9	0	12	1	0	0	0	6	0	0	2	3	2	0	10	0	EO2
0	10	0	0	0	0	0	0	0	2	0	3	6	0	14	16	0	9	1	0	0	0	8	0	0	1	1	2	0	16	0	EO3
0	19	0	0	0	0	0	0	0	1	0	8	0	0	0	16	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	EOCN/CA

SHORE DUTY
Alphabetically by States

				California								Florida																				
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
CMCS	0	0	0	0	0	3	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
CMC	0	0	0	2	1	16	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0
CM1	0	0	0	2	0	20	3	0	0	1	6	0	0	0	1	1	3	0	2	0	0	1	0	1	0	2	2	1	1	12	0	0
CM2	0	0	0	4	0	22	5	0	0	0	2	1	0	0	3	0	4	0	3	1	0	1	1	2	2	3	2	1	1	3	0	0
CM3	0	0	0	2	0	3	3	0	0	1	0	1	0	0	2	0	0	0	3	11	0	0	0	0	0	0	1	1	0	8	0	0
CMCN/CA	0	0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0
BUCS	0	0	0	1	0	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0
BUC	0	1	0	5	0	26	5	1	1	1	2	0	0	0	3	2	2	0	11	1	0	3	0	0	0	5	2	2	1	4	1	0
BU1	0	1	0	4	1	34	7	1	1	1	5	0	1	0	4	0	0	0	15	1	3	2	0	2	3	6	6	2	3	9	0	0
BU2	0	0	0	5	0	14	6	0	1	1	4	0	0	0	1	1	1	0	21	0	0	3	0	1	1	4	1	2	2	3	0	0
BU3	0	0	0	0	0	7	4	0	0	1	1	0	1	0	1	0	1	0	13	0	0	0	0	0	0	7	2	1	1	2	0	0
BUCN/CA	0	0	0	0	0	15	4	0	0	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	3	0	0
SWCS	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
SWC	0	0	0	2	0	12	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0
SW1	0	0	0	5	0	9	1	0	0	0	1	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0
SW2	0	0	0	1	0	11	3	0	0	0	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	0	0
SW3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0
SWCN/CA	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
UTCM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
UTCS	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
UTC	0	0	0	0	0	15	3	0	0	0	3	0	0	0	2	0	0	0	2	0	0	1	0	0	2	0	1	0	1	4	0	0
UT1	0	0	0	0	0	22	2	0	1	1	9	0	1	0	3	0	2	0	3	0	0	1	0	1	1	1	2	1	1	9	0	0
UT2	0	0	0	4	3	10	5	0	0	0	7	1	2	0	1	6	0	0	2	0	0	1	0	4	1	1	2	2	1	0	0	0
UT3	0	0	0	0	0	3	4	0	0	3	1	2	0	0	2	0	0	0	9	0	0	1	0	0	1	2	1	2	0	1	0	0
UTCN/CA	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	2	0	0
CN/CA	0	0	0	9	0	86	16	0	0	3	0	0	0	0	2	1	21	0	0	0	0	1	0	1	0	1	8	1	0	31	0	0
AFCM	1	0	0	18	0	14	14	0	0	0	3	5	9	0	12	7	4	0	2	0	0	0	0	1	0	9	0	0	0	2	1	0
AVCM	0	0	1	9	0	9	5	0	0	0	2	2	2	0	16	4	1	0	0	1	1	0	1	0	0	5	0	0	1	0	1	0
ADCS	0	1	0	23	0	18	28	0	0	0	6	5	21	1	19	5	8	0	1	0	0	0	0	0	3	17	0	0	0	3	0	0
ADRC	1	0	0	27	1	17	22	1	0	0	9	5	64	0	27	7	27	0	5	0	0	1	0	0	1	18	0	2	1	3	1	0
ADR1	0	4	0	44	1	44	48	2	0	0	28	18	104	1	83	15	31	0	7	0	1	1	0	1	10	24	3	3	1	3	2	0
ADR2	0	9	0	53	0	45	60	0	0	0	27	14	110	0	82	28	47	0	4	0	0	0	0	0	11	29	2	0	0	3	0	0
ADR3	0	5	0	56	0	42	76	0	0	0	42	28	133	4	190	28	49	0	5	0	0	0	0	0	8	22	2	0	1	4	0	0
ADRAN/AA	0	0	0	37	0	17	47	0	0	0	15	15	99	3	183	27	27	0	0	0	0	0	0	0	1	18	0	0	0	3	0	0
ADJC	1	2	0	44	1	46	57	0	0	0	2	7	11	0	28	12	3	0	1	0	0	0	0	1	4	32	0	1	1	9	1	0
ADJ1	0	5	0	58	1	77	113	0	0	0	8	28	42	0	65	36	10	0	3	0	1	0	0	0	4	77	1	2	3	27	1	0
ADJ2	0	12	0	93	0	113	123	0	0	0	9	31	64	0	85	39	9	0	1	0	0	0	0	0	5	87	0	4	5	40	0	0
ADJ3	0	9	0	118	0	144	161	0	0	0	12	36	87	0	110	70	9	0	3	0	0	0	0	0	5	75	2	5	9	56	0	0
ADJAN/AA	0	3	0	92	0	113	124	0	0	0	2	28	65	0	89	57	10	0	0	0	0	0	0	0	5	83	0	0	0	61	0	0
ATCS	0	1	0	13	0	7	10	0	0	0	1	3	4	0	7	3	3	0	1	0	0	0	0	0	1	14	0	0	0	3	0	0
ATC	0	1	0	44	0	29	26	1	0	0	4	9	14	0	29	19	13	0	3	0	0	0	0	0	4	23	1	2	2	4	0	0
AT1	0	4	0	89	0	76	78	1	0	0	18	32	36	1	79	31	28	0	2	0	2	1	1	1	4	67	1	2	3	15	0	0
ATR2	0	0	0	77	0	50	47	0	0	0	6	19	6	0	31	42	14	0	0	0	0	0	0	0	8	17	0	0	0	4	0	0
ATR3	0	0	0	65	0	47	51	0	0	0	3	17	6	0	34	42	7	0	0	0	0	0	0	0	4	20	1	0	0	1	0	0
ATRAN/AA	0	0	0	41	0	14	42	0	0	0	1	6	1	0	19	11	2	0	0	0	0	0	0	0	5	12	0	0	0	0	0	0
ATN2	0	6	0	69	0	64	76	0	0	0	14	20	40	0	77	28	16	0	1	0	0	0	0	0	5	47	0	0	0	12	0	0
ATN3	0	6	0	80	0	62	101	0	0	0	12	19	58	1	94	25	21	0	1	0	0	1	0	0	8	48	0	1	0	30	0	0
ATNAN/AA	0	2	0	39	0	25	59	0	0	0	3	11	45	1	75	16	15	0	0	0	0	0	0	0	4	28	0	0	0	30	0	0

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others,Overseas	
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	CMCS
0	1	1	0	0	0	0	0	0	0	0	7	0	0	1	2	0	0	0	0	0	0	3	0	0	2	1	1	0	2	0	CMC
0	3	0	0	0	2	0	0	0	2	1	6	1	0	5	4	0	2	1	0	1	0	4	1	0	0	1	1	0	4	0	CM1
0	8	1	1	0	1	1	0	0	1	3	4	1	0	5	6	0	5	2	0	0	0	6	0	0	2	3	1	0	10	0	CM2
0	7	0	0	0	0	1	0	0	2	0	1	0	0	2	2	0	1	1	0	0	0	3	2	0	4	2	2	0	8	0	CM3
0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	CMCN/CA
0	0	0	0	0	0	1	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	BUCS
2	0	2	0	1	2	0	0	2	1	1	7	0	0	2	8	0	5	0	0	0	0	8	0	2	1	1	0	1	2	0	BUC
0	3	3	1	1	7	1	0	0	1	5	8	0	0	1	6	2	3	6	1	0	1	7	0	0	0	0	1	0	3	0	BU1
0	1	4	3	1	0	0	0	0	2	2	7	0	0	5	4	0	3	2	0	0	0	11	0	0	1	5	1	1	2	0	BU2
0	0	0	4	0	0	2	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	7	0	0	0	3	0	0	2	0	BU3
0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BUCN/CA
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SWCS
0	0	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	SWC
0	0	0	0	0	1	0	0	0	0	1	3	0	0	1	0	0	1	1	0	0	0	3	0	0	0	1	1	0	1	0	SW1
0	0	0	0	0	1	0	0	0	0	0	6	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	1	0	4	0	SW2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	SW3
0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SWCN/CA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	UTCM
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	UTCS
0	0	1	0	0	2	0	0	0	1	0	5	0	0	1	0	0	0	2	0	0	0	4	0	0	1	0	0	0	2	0	UTC
0	0	1	0	0	4	2	0	0	1	2	7	0	0	2	1	0	2	2	0	0	0	10	0	0	0	3	1	0	5	0	UT1
0	0	2	0	0	3	0	0	0	0	2	1	0	0	2	3	0	2	5	0	0	0	7	0	0	1	9	2	0	8	0	UT2
0	0	0	0	0	0	2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	4	0	0	1	4	1	0	6	0	UT3
0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	UTCN/CA
0	3	0	0	0	0	8	0	0	16	0	0	0	0	43	34	0	0	12	0	0	0	8	0	0	3	0	3	0	31	0	CN/CA
0	1	0	1	1	0	0	0	1	0	1	0	0	0	22	13	0	19	5	0	0	0	2	0	0	2	2	0	0	1	1	AFCM
0	0	0	0	1	1	1	1	0	1	0	0	1	0	25	4	0	8	6	0	0	0	0	0	0	0	0	0	0	0	1	AVCM
0	0	0	4	0	1	0	1	0	0	1	2	0	0	29	16	0	19	8	0	0	0	2	2	0	4	3	0	0	1	0	ADCS
1	0	0	6	0	3	0	3	0	0	6	7	1	0	38	45	0	26	4	0	0	0	3	2	0	7	3	1	0	2	5	ADRC
3	5	0	6	2	9	1	7	1	0	10	15	1	0	73	89	0	33	11	0	1	0	7	4	0	12	7	2	1	6	1	ADR1
2	5	0	9	3	0	0	1	0	0	15	17	0	0	31	110	0	49	10	0	0	0	5	5	0	11	9	0	1	11	0	ADR2
0	6	0	10	5	0	0	1	0	0	12	19	0	0	5	131	0	62	10	0	0	0	5	8	0	15	12	1	0	7	0	ADR3
0	3	0	5	7	1	0	0	0	0	4	28	0	0	1	113	0	40	6	0	0	0	1	5	0	5	4	0	0	5	0	ADRAN/AA
0	2	0	7	3	1	0	0	0	0	3	4	0	0	110	55	0	37	26	0	0	0	10	0	0	1	4	1	0	1	2	ADJC
1	0	14	0	5	4	0	0	0	0	7	9	0	0	111	96	0	87	37	0	0	0	20	0	0	5	10	2	0	2	0	ADJ1
0	0	0	12	3	0	0	0	0	0	8	13	0	0	15	162	0	111	41	0	0	0	24	0	0	4	18	2	0	1	0	ADJ2
0	3	0	11	4	1	0	0	0	0	17	23	0	0	7	233	0	142	43	0	0	0	39	0	0	7	17	1	0	3	0	ADJ3
0	0	0	1	7	0	0	0	0	0	3	31	0	0	0	160	0	79	50	0	0	0	14	0	0	3	9	1	0	6	0	ADJAN/AA
0	1	0	0	1	0	0	0	0	0	1	1	0	0	41	1	0	10	4	0	0	0	0	0	0	0	1	1	0	0	0	ATCS
0	0	0	4	0	4	0	0	0	0	3	3	0	0	262	23	0	47	20	0	0	0	5	1	0	2	3	1	0	2	0	ATC
1	3	0	10	3	4	0	2	0	0	10	7	0	0	283	72	0	91	35	0	0	0	12	2	0	5	7	5	0	9	2	AT1
0	0	0	0	1	0	0	0	0	0	1	3	0	0	33	4	0	55	26	0	0	0	9	1	0	1	2	1	0	1	0	ATR2
0	1	0	1	1	0	0	0	0	0	2	4	0	0	2	6	0	46	27	0	0	0	10	1	0	5	3	1	0	5	0	ATR3
0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	31	27	0	0	0	0	1	0	0	0	0	0	0	0	ATRAN/AA
1	6	0	9	2	0	0	0	0	0	7	8	2	0	39	81	0	68	26	0	0	0	22	2	0	3	16	1	1	6	1	ATN2
0	9	0	14	4	0	0	0	0	0	10	11	0	0	11	130	0	77	22	0	0	0	20	4	0	7	14	1	0	6	0	ATN3
0	4	0	0	3	0	0	0	0	0	1	3	0	0	3	77	0	34	22	0	0	0	3	1	0	4	7	0	0	7	0	ATNAN/AA

SHORE DUTY
Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
AXC[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0
AXC	0	0	0	4	0	2	4	0	0	0	3	4	0	0	2	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
AX1	0	0	0	11	0	7	7	0	0	0	0	13	0	0	4	0	2	0	0	0	0	0	0	0	2	17	0	1	0	0	0	0
AX2	0	0	0	17	0	7	5	0	0	0	0	12	1	0	3	0	0	0	0	0	0	0	0	0	1	9	0	1	0	0	0	0
AX3	0	0	0	12	0	5	5	0	0	0	0	17	2	0	3	0	1	0	0	0	0	0	0	0	3	19	0	0	3	0	0	0
AXAN/AA	0	0	0	12	0	5	8	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0
AWCM	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
AWCS	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0
AWC	0	0	0	17	0	8	18	0	0	0	2	13	0	0	3	1	0	0	2	0	0	2	0	1	2	10	2	2	2	0	0	0
AW1	0	0	0	37	0	17	23	0	0	0	2	25	0	0	6	3	2	0	4	0	0	1	0	2	6	23	3	2	3	0	0	0
AW2	0	0	0	52	0	25	29	0	0	0	3	47	0	0	10	2	3	0	5	0	0	2	0	2	3	22	4	1	3	0	0	0
AW3	0	0	0	26	0	11	33	0	0	0	3	18	0	0	3	0	0	0	5	0	0	1	0	2	2	24	3	1	4	0	0	0
AWAN/AA	0	0	0	0	0	1	5	0	0	0	0	7	0	0	1	0	0	0	1	0	0	0	0	1	3	10	1	1	1	0	0	0
AOCM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
AOCS	0	0	0	4	0	3	4	0	0	0	0	0	0	0	17	0	1	0	2	0	0	0	0	0	1	4	0	0	0	0	0	0
AOC	0	1	0	16	0	20	26	1	0	0	0	4	0	1	49	4	7	0	1	0	0	0	0	0	3	11	3	2	0	0	0	0
AO1	1	1	0	45	1	55	55	0	0	0	0	13	6	1	87	4	13	0	7	1	1	0	0	0	4	29	0	1	0	0	2	0
AO2	0	2	0	61	0	65	81	0	0	0	1	12	9	1	64	11	22	0	0	0	0	0	0	0	4	22	0	0	0	0	0	0
AO3	0	1	0	68	0	62	97	0	0	0	0	17	10	2	88	15	18	0	0	0	0	0	0	0	4	29	0	0	0	0	0	0
AOAN/AA	0	0	0	69	0	54	92	0	0	0	0	23	17	1	46	8	19	0	0	0	0	0	0	0	9	27	0	0	0	0	0	0
AQCS	0	0	0	2	0	4	1	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0
AQC	0	1	0	10	0	16	6	0	0	0	0	2	0	0	7	9	1	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0
AQ1	0	1	0	24	0	41	17	0	0	0	0	4	1	0	19	19	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0
AQB2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
AQB3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
AQBAN/AA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
AQF2	0	1	0	41	0	50	36	0	0	0	1	4	3	0	30	4	1	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0
AQF3	0	0	0	50	0	51	43	0	0	0	0	2	3	0	41	8	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
AQFAN/AA	0	0	0	53	0	21	34	0	0	0	0	0	3	0	15	7	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
ACCM	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
ACCS	0	0	0	2	0	5	3	0	0	0	0	1	1	0	3	6	1	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0
ACC	0	0	0	9	0	15	5	1	0	0	2	6	10	1	21	34	4	0	2	0	0	3	0	3	5	6	3	3	0	5	0	0
AC1	0	0	0	11	0	31	34	0	0	0	2	13	15	4	36	63	9	0	2	0	0	1	0	1	7	11	2	1	1	6	0	0
AC2	0	0	0	17	0	36	36	0	0	0	0	14	23	3	49	32	12	0	4	0	0	2	0	2	11	14	3	2	0	8	0	0
AC3	0	0	0	19	0	52	57	0	0	0	0	16	18	7	47	27	12	0	7	0	0	3	0	3	15	9	4	3	0	8	0	0
ACAN/AA	0	0	0	0	0	14	9	0	0	0	0	3	16	2	23	13	0	0	0	0	0	0	0	0	4	0	0	0	0	13	0	0
ABCM	0	0	0	0	0	2	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ABCS	0	0	0	3	0	0	1	0	0	0	1	0	5	0	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
ABEC	0	0	0	14	0	0	3	0	0	0	0	1	1	0	1	1	0	0	16	0	0	0	0	1	0	3	0	0	0	0	0	0
ABE1	0	0	0	7	0	2	5	1	0	0	0	0	4	0	4	4	0	0	35	0	0	1	0	0	0	7	1	0	0	2	0	0
ABE2	0	0	0	0	0	2	10	0	0	0	0	0	7	0	6	5	0	0	1	0	0	1	0	1	0	6	0	0	0	1	0	0
ABE3	0	0	0	0	0	5	13	0	0	0	0	2	4	0	6	4	4	0	1	0	0	1	0	0	0	8	0	0	0	3	0	0
ABEAN/AA	0	0	0	0	0	0	18	0	0	0	0	8	9	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ABFC	0	0	0	2	0	4	3	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	1	1	1	1	1	0	0
ABF1	0	0	0	2	0	4	2	0	0	0	0	0	2	1	4	3	1	0	5	0	0	1	0	2	0	2	2	2	3	0	1	0
ABF2	0	0	0	5	0	11	9	0	0	0	0	1	5	0	7	7	4	0	1	0	0	1	0	3	0	6	4	2	1	0	0	0
ABF3	0	0	0	6	0	2	8	0	0	0	0	1	4	2	10	21	1	0	0	0	0	0	0	3	1	4	3	3	0	0	0	0
ABFAN/AA	0	0	0	0	0	0	10	0	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	1	3	0	2	1	0	0	0	0
ABHC	0	0	0	15	1	7	9	0	0	0	2	2	5	1	8	2	1	0	6	0	1	1	0	1	3	2	2	1	1	1	0	0
ABH1	0	0	0	22	0	16	21	1	0	0	3	5	11	3	11	3	7	0	5	0	0	3	0	4	1	4	3	6	4	5	0	0
ABH2	0	0	0	19	0	16	16	0	0	0	4	3	20	0	15	4	1	0	3	0	0	3	0	4	2	8	4	5	2	7	0	0

OVERSEAS DUTY
Which Counts as Shore Duty

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others, Overseas	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AXCS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	AXC
0	0	0	0	0	0	0	0	0	0	1	1	0	0	47	0	0	8	1	0	0	0	0	0	0	0	0	1	0	2	0	AX1
0	0	0	0	0	0	0	0	0	0	2	3	0	0	12	1	0	5	0	0	0	0	0	1	0	0	1	1	2	2	0	AX2
0	0	0	0	0	0	0	0	0	0	1	3	0	0	3	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	AX3
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	AXAN/AA
0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	AWCM
0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	AWCS
0	0	0	0	0	2	0	0	0	0	5	0	0	0	19	1	0	12	4	0	0	0	0	0	0	0	0	1	0	0	0	AWC
0	0	0	2	0	4	0	0	0	0	13	0	0	0	21	2	0	21	10	0	0	0	0	0	0	0	0	0	0	0	0	AW1
0	0	0	2	0	2	0	0	0	0	16	2	0	0	12	2	0	13	13	0	0	0	0	0	0	0	0	1	0	0	0	AW2
0	0	0	2	0	5	0	0	0	0	6	2	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	3	0	0	0	AW3
0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	AWAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AOCM
0	1	0	0	1	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	AOCS
0	2	0	1	9	0	0	1	0	0	2	2	0	0	55	12	0	27	13	0	0	0	6	0	0	1	1	2	0	6	0	AOC
0	12	0	2	2	2	0	1	0	1	1	8	1	0	30	22	0	36	21	0	0	0	13	0	0	0	2	2	0	6	0	AO1
0	5	0	2	3	0	0	0	0	0	2	12	0	0	1	32	0	54	27	0	0	0	7	0	0	1	2	2	0	14	0	AO2
0	9	0	4	6	0	0	0	0	0	3	11	0	0	0	44	0	64	23	0	0	0	17	0	0	1	4	2	0	12	0	AO3
0	8	0	0	6	0	0	0	0	0	2	13	0	0	0	40	0	55	20	0	0	0	4	0	0	0	0	0	0	7	0	AOAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	AQCS
0	0	0	0	0	1	0	0	0	0	0	0	0	0	113	0	0	13	8	0	0	0	3	0	0	0	0	0	0	0	0	AQC
0	0	0	0	1	0	0	0	0	0	0	0	0	0	104	8	0	45	39	0	0	0	5	0	0	0	1	0	0	3	0	AQ1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	34	34	0	0	0	2	0	0	0	0	0	0	0	0	AQB2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	24	0	0	0	0	0	0	0	1	0	0	0	0	AQB3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	29	0	0	0	0	0	0	0	0	0	0	0	0	AQBAN/AA
0	1	0	0	1	0	0	0	0	0	0	0	0	0	19	13	0	35	3	0	0	0	7	0	0	0	1	0	0	1	0	AQF2
0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	7	0	55	6	0	0	0	10	0	0	0	0	0	0	1	0	AQF3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	AQFAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	ACCM
0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	3	3	0	0	0	2	0	0	0	1	0	0	0	0	ACCS
0	1	0	4	0	3	0	0	0	0	4	9	0	0	4	23	0	13	8	0	0	0	4	0	0	4	4	0	0	4	0	ACC
0	4	0	10	0	2	0	0	0	0	3	8	0	0	6	43	0	25	19	0	0	0	11	0	2	8	9	0	0	5	0	AC1
0	7	0	13	0	3	0	0	0	1	4	8	0	0	7	52	0	34	22	0	0	0	15	0	0	8	14	0	0	10	0	AC2
0	11	0	13	0	5	0	0	0	1	7	14	0	0	9	70	0	38	4	0	0	0	18	0	0	11	13	0	0	13	0	AC3
0	0	0	9	0	0	0	0	0	0	0	7	0	0	5	42	0	15	0	0	0	0	0	0	0	0	0	0	0	3	0	ACAN/AA
1	0	0	2	0	1	0	0	0	0	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	ABCM
0	0	0	3	0	0	0	0	0	0	1	0	0	0	3	3	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	ABCS
0	0	0	14	1	2	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	ABEC
0	0	0	23	0	2	0	0	0	0	8	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	ABE1
0	1	0	15	0	1	0	0	0	0	9	0	0	0	4	2	0	2	0	0	0	0	4	0	0	0	0	0	0	2	0	ABE2
0	0	0	6	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	ABE3
0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	ABEAN/AA
0	1	0	2	0	1	0	1	0	0	2	0	1	0	0	2	0	2	1	0	0	0	0	0	0	0	1	0	0	1	0	ABFC
0	2	0	5	0	1	0	0	0	0	1	0	1	0	1	2	0	5	4	0	0	0	2	0	0	0	1	0	0	2	0	ABF1
0	4	0	1	0	0	0	0	0	0	3	0	0	0	1	3	0	10	7	0	0	0	2	0	0	1	2	0	0	3	0	ABF2
0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	10	4	0	0	0	4	0	0	0	0	0	0	8	0	ABF3
0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	ABFAN/AA
0	2	0	5	0	3	0	0	0	0	1	3	0	0	3	5	0	20	6	0	1	0	3	0	0	5	5	0	0	2	0	ABHC
0	2	0	14	0	6	0	0	0	0	3	1	0	0	5	14	0	24	9	0	0	0	6	0	0	4	5	0	0	4	0	ABH1
0	1	0	1	0	6	0	0	0	0	6	3	0	0	4	15	0	17	6	0	0	0	5	1	0	7	6	0	0	5	0	ABH2

SHORE DUTY

Alphabetically by States

				California								Florida																				
	Alabama	Arizona	Arkansas	San Diego	San Francisco	Others 11 ND	Others 12 ND	Colorado	Connecticut	Delaware	Wash., D.C.	Key West	Pensacola	Mayport	Others Fla.	Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
ABH3	0	0	0	14	0	12	14	0	0	0	5	13	31	0	18	4	4	0	0	0	0	3	0	0	1	4	3	6	0	3	0	0
ABHAN/AA	0	0	0	1	0	3	15	0	0	0	3	5	10	0	26	0	0	0	0	0	0	0	0	0	0	3	0	0	0	15	0	0
AECS	0	0	0	4	0	4	5	0	0	0	0	0	1	0	22	1	2	0	1	0	0	0	0	0	0	11	0	0	0	0	0	0
AEC	0	1	0	26	3	23	27	1	0	0	2	7	10	0	88	6	9	0	3	0	0	0	1	0	1	19	0	0	0	5	0	0
AE1	1	3	1	59	2	58	66	0	0	0	11	22	45	0	168	39	20	0	5	0	0	0	1	1	6	45	1	0	0	16	1	0
AE2	0	7	0	110	0	89	109	0	0	0	10	32	69	0	120	48	34	0	0	0	0	1	0	0	5	57	0	0	0	27	0	0
AE3	0	4	0	109	0	100	121	0	0	0	21	45	77	1	115	61	25	0	0	0	0	0	0	0	9	41	5	1	2	44	0	0
AEAN/AA	0	3	0	92	0	54	88	0	0	0	11	18	67	0	95	29	22	0	0	0	0	0	0	0	6	45	0	0	0	28	0	0
AMCS	0	0	0	8	0	5	9	0	0	0	0	3	9	1	15	3	1	0	0	0	0	0	0	0	0	13	0	0	0	2	0	0
AMSC	1	1	0	25	1	20	22	0	0	0	1	4	19	0	27	7	11	0	4	0	0	0	2	0	4	14	2	0	1	6	0	0
AMS1	0	2	0	46	1	46	71	0	0	0	11	16	51	0	69	31	14	0	0	1	0	0	0	0	5	31	1	0	0	19	3	0
AMS2	0	10	0	78	0	58	99	0	0	0	9	18	86	1	80	36	23	0	0	0	0	1	0	0	7	35	0	0	0	34	0	0
AMS3	0	6	0	98	0	74	114	0	0	0	25	27	101	0	126	52	26	0	0	0	0	1	0	0	6	42	1	1	1	57	0	0
AMSAN/AA	0	4	0	78	0	52	80	0	0	0	12	17	67	2	136	34	19	0	0	0	0	0	0	0	5	55	0	0	0	62	0	0
AMHC	1	0	0	21	1	20	22	0	0	0	0	4	12	0	14	6	6	0	1	0	0	0	0	0	1	11	2	3	0	6	0	0
AMH1	0	2	0	44	1	38	54	2	0	0	8	15	35	0	44	26	16	0	1	0	0	0	0	0	2	27	0	2	1	12	0	0
AMH2	0	2	0	76	0	57	74	0	0	0	7	15	59	1	55	28	13	0	0	0	0	0	0	0	4	29	0	0	0	23	0	0
AMH3	0	2	0	92	0	68	94	0	0	0	10	17	43	0	83	47	18	0	0	0	0	0	0	0	4	37	0	1	1	38	0	0
AMHAN/AA	0	0	0	63	0	36	68	0	0	0	5	11	32	2	70	21	16	0	0	0	0	0	0	0	5	31	0	0	0	34	0	0
AMEC	0	0	0	8	0	4	6	0	0	0	0	1	0	0	6	3	0	0	1	0	0	0	0	0	0	6	0	0	0	2	1	0
AME1	0	1	0	24	1	15	24	0	0	0	2	0	9	0	17	8	2	0	3	0	0	0	0	0	4	9	0	0	0	12	0	0
AME2	0	1	0	39	0	26	38	0	0	0	3	6	19	0	26	17	5	0	0	0	0	1	0	0	3	10	0	0	0	17	0	0
AME3	0	3	0	57	0	30	56	0	0	0	2	7	19	0	33	22	3	0	0	0	0	0	0	0	2	17	0	0	0	27	0	0
AMEAN/AA	0	0	0	38	0	12	36	0	0	0	1	6	9	0	20	9	3	0	0	0	0	0	0	0	1	14	0	0	0	23	0	0
PRCM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PRCS	0	0	0	1	0	3	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
PRC	1	0	0	5	0	9	7	0	0	0	1	2	8	0	6	3	4	0	0	0	0	0	0	0	2	1	0	0	0	2	1	0
PR1	0	1	0	26	0	17	19	0	0	0	2	4	24	0	15	8	4	0	1	0	0	0	0	0	3	6	0	0	1	3	0	0
PR2	0	1	0	37	0	23	24	0	0	0	4	5	28	1	28	9	5	0	1	0	0	0	0	0	5	14	0	0	0	7	0	0
PR3	0	2	0	45	0	34	31	0	0	0	6	9	32	0	28	13	8	0	0	0	0	0	0	0	2	11	0	0	0	11	0	0
PRAN/AA	0	1	0	28	0	9	26	0	0	0	3	3	11	0	20	8	2	0	0	0	0	0	0	0	5	8	0	0	0	15	0	0
AGCM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
AGCS	0	0	0	1	0	1	2	0	0	0	2	0	1	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
AGC	0	0	0	5	2	9	13	0	0	0	5	2	4	1	7	4	9	0	1	0	0	1	0	1	1	9	1	1	1	1	0	0
AG1	0	0	0	3	0	13	25	0	0	0	10	3	5	2	11	8	13	0	4	0	1	2	1	3	3	14	3	2	1	2	0	0
AG2	0	0	0	5	0	15	39	0	0	0	13	3	10	1	10	7	23	0	3	0	0	2	0	3	4	14	2	1	1	3	0	0
AG3	0	0	0	7	0	18	49	0	0	0	14	2	3	2	15	11	30	0	5	0	0	3	0	3	7	9	3	2	2	0	0	0
AGAN/AA	0	0	0	0	0	2	0	0	0	0	0	2	12	2	3	5	0	0	0	0	0	1	0	1	0	3	1	0	1	3	0	0
TDCM	0	0	0	2	1	0	0	0	1	0	0	1	1	0	2	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TDCS	0	0	0	6	1	0	1	0	0	0	1	0	0	0	7	4	2	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0
TDC	0	0	0	21	0	2	12	0	4	0	3	6	4	0	13	9	2	0	2	0	1	0	0	0	3	7	0	0	0	1	0	0
TD1	0	0	0	21	0	3	9	0	13	0	2	11	9	1	35	20	11	0	5	0	0	0	0	0	7	16	0	0	0	1	0	0
TD2	0	0	0	33	0	2	13	0	3	0	5	17	15	0	58	28	6	0	3	0	0	0	0	0	7	15	0	0	0	5	0	0
TD3	0	0	0	24	5	2	6	0	3	0	4	21	18	1	70	39	4	0	0	0	0	0	0	0	11	27	0	0	0	8	0	0
TDAN/AA	0	0	0	26	0	3	7	0	4	0	1	0	5	0	33	24	2	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0
AKCM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
AKCS	0	0	0	2	0	2	3	0	0	0	2	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
AKC	0	1	0	16	1	21	14	1	0	0	2	3	14	0	14	7	5	0	0	0	0	0	0	2	3	5	0	0	0	3	0	0
AK1	0	5	0	41	0	22	21	0	0	0	6	10	21	0	25	13	10	0	1	0	0	0	0	0	6	7	0	0	1	6	2	0
AK2	0	6	0	52	0	35	31	0	0	0	11	17	30	1	40	16	13	0	0	0	0	0	0	0	11	27	0	0	0	14	0	0
AK3	0	6	0	60	0	45	37	0	0	0	9	18	37	0	35	21	17	0	0	0	0	0	0	0	6	21	0	0	0	12	0	0
AKAN/AA	0	5	0	26	0	18	23	0	0	0	2	7	63	0	14	2	13	0	0	0	0	0	0	0	5	5	0	0	0	15	0	0

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerto Rico	Others,Overseas	
0	2	0	0	0	0	0	0	0	0	6	5	0	0	0	7	0	15	6	0	0	0	5	0	0	6	9	0	0	10	0	ABH3
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ABHAN/AA
0	0	0	0	0	0	0	0	0	0	0	1	0	0	18	4	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	AECS
1	1	0	3	1	1	0	2	1	0	2	3	0	0	95	20	0	26	8	0	0	0	4	1	0	2	4	0	0	2	0	AEC
2	1	0	7	3	2	0	1	0	0	8	6	0	0	85	79	0	66	31	0	0	0	13	1	0	3	5	2	0	6	0	AE1
1	6	0	8	4	3	0	0	0	0	7	13	0	0	7	121	0	100	38	0	0	0	19	3	0	6	10	2	1	5	0	AE2
0	6	0	7	6	1	0	0	0	0	5	15	0	0	6	185	0	132	36	0	0	0	20	2	0	7	16	1	0	5	0	AE3
0	2	0	2	4	0	0	0	0	0	2	9	0	0	2	161	0	78	35	0	0	0	3	3	0	1	9	0	0	7	0	AEAN/AA
0	0	0	3	0	0	0	0	0	0	0	1	0	0	18	13	0	18	5	0	0	0	5	0	0	1	1	0	0	0	1	AMCS
1	0	0	4	0	1	0	0	0	0	4	3	0	0	46	29	0	22	11	0	0	0	7	1	0	5	4	0	0	3	0	AMSC
3	2	0	9	2	3	0	0	0	1	5	6	0	0	69	78	0	53	25	0	0	0	11	2	0	6	8	1	0	2	0	AMS1
4	0	0	11	2	0	0	0	0	0	5	9	0	0	9	116	0	80	36	0	0	0	21	1	0	5	7	2	1	5	0	AMS2
0	2	0	7	3	0	0	0	0	0	5	13	0	0	10	153	0	109	29	0	0	0	18	1	0	5	8	1	0	5	0	AMS3
0	0	0	3	5	0	0	0	0	0	0	9	0	0	2	107	0	60	33	0	0	0	7	1	0	3	8	1	0	6	0	AMSAN/AA
0	0	0	2	1	1	0	1	0	0	3	0	1	0	54	30	0	17	8	0	0	0	1	0	0	0	2	1	0	1	1	AMHC
0	0	0	6	2	0	0	0	0	0	2	4	0	0	68	95	0	47	22	0	0	0	9	1	0	5	7	1	0	3	0	AMH1
0	1	0	8	5	0	0	0	0	0	4	6	0	0	9	113	0	75	27	0	0	0	12	2	0	3	7	2	0	2	0	AMH2
0	2	0	6	4	1	0	0	0	0	3	13	0	0	4	181	0	90	27	0	0	0	11	1	0	2	9	0	0	3	0	AMH3
0	2	0	2	5	0	0	0	0	0	2	8	0	0	3	137	0	47	26	0	0	0	4	1	0	3	8	0	0	5	0	AMHAN/AA
0	0	0	1	0	1	0	0	0	0	0	0	0	0	23	7	0	6	3	0	0	0	1	0	0	0	0	0	0	0	0	AMEC
0	0	0	1	1	2	0	0	0	1	3	0	0	0	31	22	0	21	9	0	0	0	3	0	0	1	3	0	0	1	0	AME1
0	0	0	2	1	0	0	0	0	0	3	1	0	0	6	39	0	27	11	0	0	0	6	1	0	1	2	1	0	2	0	AME2
0	1	0	3	2	0	0	0	0	0	1	2	0	0	3	56	0	45	9	0	0	0	7	1	0	1	2	0	0	2	0	AME3
0	0	0	0	1	0	0	0	0	0	0	3	0	0	3	52	0	29	12	0	0	0	1	1	0	0	6	0	0	0	0	AMEAN/AA
0	0	0	3	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	PRCM
0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	PRCS
0	0	0	10	0	0	0	0	0	0	1	1	0	0	1	3	0	7	2	0	0	0	1	0	0	1	1	0	0	1	0	PRC
0	1	0	25	1	1	0	0	0	0	2	2	0	0	2	17	0	13	8	0	0	0	1	0	0	1	0	0	0	1	0	PR1
0	0	0	5	1	0	0	0	0	0	3	2	0	0	2	29	0	30	11	0	0	0	4	1	0	2	3	1	0	1	0	PR2
0	1	0	3	2	0	0	0	0	0	3	4	0	0	1	41	0	32	6	0	0	0	6	1	0	0	3	0	0	2	0	PR3
0	1	0	2	0	0	0	0	0	0	2	4	0	0	0	26	0	18	7	0	0	0	2	0	0	1	4	0	0	3	0	PRAN/AA
0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	AGCM
0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	2	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	AGCS
0	1	0	17	0	2	1	0	0	0	2	3	0	0	2	5	1	8	3	0	0	0	5	0	1	2	8	2	0	2	0	AGC
0	2	0	18	1	3	0	0	0	0	3	5	0	0	3	10	0	20	5	0	0	0	8	2	1	2	11	3	0	5	0	AG1
0	2	0	3	0	2	1	0	0	0	3	9	0	0	3	9	0	24	8	0	0	0	9	7	2	2	17	1	0	5	0	AG2
0	5	0	3	0	3	0	0	0	0	4	2	0	0	0	3	2	36	9	0	0	0	13	5	1	2	30	2	0	6	0	AG3
0	0	0	1	0	1	0	0	0	0	1	0	0	0	2	8	0	7	1	0	0	0	0	0	0	0	0	0	0	2	0	AGAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	TDCM
0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	TDCS
0	2	0	1	0	0	0	0	0	0	1	9	2	0	15	9	0	10	4	0	0	0	0	0	0	0	0	0	0	1	0	TDC
0	6	0	1	0	0	0	0	0	1	1	20	7	0	29	24	0	33	3	0	0	0	0	0	0	0	0	0	0	1	0	TD1
0	10	0	3	0	0	0	0	0	2	1	26	11	0	11	41	0	41	8	0	0	0	0	0	0	0	0	0	0	2	0	TD2
0	13	0	4	0	0	0	0	0	2	3	39	2	0	8	54	0	50	6	0	0	0	0	0	0	0	0	0	0	2	0	TD3
0	4	0	0	0	0	0	0	0	1	0	11	1	0	2	43	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	TDAN/AA
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	AKCM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	AKCS
0	1	0	5	0	2	2	0	1	0	2	6	4	0	21	20	1	27	12	0	0	0	7	0	0	2	3	1	0	4	1	AKC
0	3	0	4	0	2	5	0	0	0	4	8	7	0	20	30	1	47	11	0	0	0	16	1	0	4	6	4	0	5	0	AK1
0	7	0	7	3	0	8	0	0	0	7	8	13	0	32	34	0	50	15	0	0	0	20	1	0	9	10	4	0	6	0	AK2
0	2	0	7	2	0	9	0	0	0	11	5	4	0	13	50	0	43	7	0	0	0	22	1	0	5	16	3	0	9	0	AK3
0	6	0	0	2	0	0	0	0	0	0	9	2	0	8	31	0	17	7	0	0	0	4	1	0	0	2	4	0	6	0	AKAN/AA

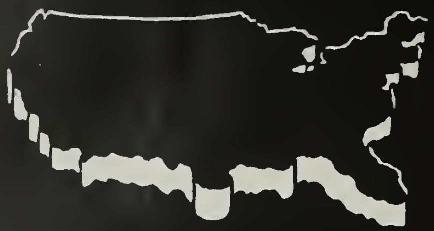
SHORE DUTY

Alphabetically by States

	Alabama	Arizona	Arkansas	California				Colorado	Connecticut	Delaware	Wash., D.C.	Florida				Georgia	Hawaii	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana
				San Diego	San Francisco	Others 11 ND	Others 12 ND					Key West	Pensacola	Mayport	Others Fla.																	
AZCM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AZCS	0	0	0	2	0	0	1	0	0	0	0	0	2	0	3	1	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
AZC	0	0	0	7	0	6	5	0	0	0	3	3	16	0	16	3	3	0	0	0	0	0	0	0	3	2	0	0	0	4	0	0
AZ1	0	1	0	26	0	18	23	0	0	0	4	7	23	0	26	10	7	0	0	0	0	0	0	0	3	9	0	0	0	6	0	0
AZ2	0	2	0	27	0	25	21	0	0	0	6	6	24	1	27	8	6	0	1	0	0	0	0	0	1	14	0	0	0	8	0	0
AZ3	0	0	0	32	0	21	32	0	0	0	10	10	32	0	42	15	11	0	0	0	0	0	0	0	5	9	0	0	0	11	0	0
AZAN/AA	0	0	0	38	0	29	34	0	0	0	1	8	33	0	23	5	8	0	0	0	0	0	0	0	0	5	0	0	0	18	0	0
ASCM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ASCS	0	1	0	1	0	0	1	0	0	0	0	1	1	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
ASC	0	0	0	1	0	5	6	0	0	0	1	1	3	0	6	4	1	0	2	0	0	1	0	1	1	2	1	1	1	1	0	0
AS1	0	1	0	15	0	11	21	0	0	0	2	5	7	0	14	8	6	0	0	0	0	0	0	0	4	7	0	0	0	1	0	0
ASE2	0	1	0	6	0	8	9	0	0	0	3	4	6	0	5	2	2	0	0	0	0	0	0	1	1	2	1	0	0	1	0	0
ASE3	0	0	0	11	0	6	13	0	0	0	2	3	5	0	4	4	2	0	1	0	0	0	0	0	0	6	0	0	0	1	0	0
ASEAN/AA	0	0	0	0	0	4	2	0	0	0	2	8	4	0	1	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
ASH2	0	1	0	8	0	13	9	0	0	0	2	2	6	1	3	8	4	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
ASH3	0	0	0	10	0	6	10	0	0	0	1	1	6	0	7	5	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
ASHAN/AA	0	0	0	2	0	8	3	0	0	0	1	1	3	0	2	3	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
ASM2	0	1	0	10	0	13	14	0	0	0	2	4	4	0	13	6	5	0	0	0	0	1	0	0	4	7	1	0	1	1	0	0
ASM3	0	4	0	10	0	7	14	0	0	0	2	3	11	0	17	6	0	0	0	0	0	0	0	0	1	5	0	0	0	1	0	0
ASMAN/AA	0	2	0	0	0	7	19	0	0	0	1	1	3	0	8	4	0	0	0	0	0	0	0	0	2	5	0	0	0	4	0	0
PHCM	0	0	0	1	0	2	0	0	0	0	2	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHCS	0	0	0	1	0	3	1	0	0	0	4	1	6	0	1	0	2	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
PHC	0	0	0	12	0	5	2	0	2	0	21	2	23	0	7	7	5	0	2	0	0	0	0	0	1	3	3	0	1	2	0	0
PH1	0	0	0	15	2	26	6	0	1	0	62	7	43	1	11	13	13	0	1	2	0	0	0	0	1	5	0	0	0	1	1	0
PH2	0	0	0	19	0	29	12	0	1	0	84	11	17	0	21	19	33	0	1	1	0	0	0	1	3	12	0	0	0	1	0	0
PH3	0	0	0	13	1	31	15	0	3	0	103	12	12	1	21	18	34	0	0	0	0	0	0	0	0	23	1	1	0	3	0	0
PHAN/AA	0	0	0	8	0	15	3	0	0	0	11	3	3	1	13	5	2	0	0	0	0	0	0	0	4	3	0	0	0	2	0	0
PTCM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PTCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PTC	0	0	0	0	0	0	1	2	0	0	12	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PT1	0	0	0	0	0	1	3	3	0	0	13	0	1	0	7	4	17	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0
PT2	0	0	0	1	0	1	3	2	0	0	14	1	0	0	12	5	22	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0
PT3	0	0	0	2	0	0	2	3	0	0	10	0	0	0	4	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PTAN/AA	0	0	0	2	0	0	1	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AN/AA	0	2	0	419	0	316	426	0	0	0	83	135	715	13	767	203	154	0	3	0	0	2	0	0	25	275	2	2	0	237	0	0
HMCM	0	0	0	17	1	5	3	0	2	0	26	2	4	0	4	1	7	0	11	0	0	0	0	0	0	2	2	0	0	0	0	0
HMCS	0	0	0	38	4	18	10	1	3	0	34	4	8	0	11	4	9	0	20	0	0	0	0	2	0	8	3	0	0	1	2	0
HMC	1	4	2	93	31	52	58	2	23	1	148	8	20	1	34	29	25	2	53	8	5	1	3	30	5	27	14	9	2	1	44	2
HM1	5	14	1	166	46	145	108	1	21	1	217	21	37	6	94	39	62	2	105	3	3	3	2	12	8	43	36	8	3	12	19	0
HM2	4	16	0	206	19	205	128	1	25	0	236	29	65	7	97	28	72	4	99	4	0	0	1	3	9	54	51	5	4	16	5	0
HM3	0	19	0	267	14	284	182	2	21	0	264	40	94	9	122	35	66	0	161	4	0	2	1	2	8	87	101	2	9	9	1	0
HN/HA	0	6	0	551	13	408	399	0	45	0	352	55	150	9	312	61	46	0	403	3	0	1	0	3	11	111	162	0	3	13	0	0
DTCM	0	0	0	5	0	1	0	0	0	0	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
DTCS	0	0	0	11	0	2	2	0	1	0	3	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
DTC	0	0	0	19	4	10	5	0	3	0	16	1	3	1	6	2	7	0	9	0	0	0	0	1	0	4	1	0	0	1	0	0
DT1	0	1	0	42	2	25	14	0	3	0	22	3	7	2	11	3	12	0	13	0	0	0	0	1	1	8	5	0	0	1	0	0
DT2	0	1	0	52	4	36	17	0	7	0	34	4	4	1	26	4	14	0	17	0	0	1	0	1	2	15	4	0	1	4	0	0
DT3	0	1	0	73	3	34	22	0	6	0	59	5	13	2	33	6	21	0	29	0	0	0	0	1	3	16	6	0	0	0	0	0
DN/DA	0	2	0	107	12	89	37	0	7	0	57	6	20	4	33	7	13	0	80	0	0	1	0	2	3	21	9	0	1	4	0	0
SDCM	0	0	0	6	2	1	0	0	0	0	4	0	1	0	1	1	2	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0
SDCS	0	0	0	1	0	1	2	0	1	0	2	1	2	0	3	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
SDC	0	0	0	22	2	7	8	0	2	0	44	1	16	1	7	5	11	0	4	0	0	0	0	1	1	10	2	0	0	2	0	0
SD1	0	0	0	38	7	16	21	0	3	0	41	9	29	1	15	9	25	0	8	1	0	0	0	2	4	20	4	2	1	5	0	0
SD2	0	0	0	35	5	23	27	0	2	1	63	13	53	1	24	21	33	0	7	2	0	0	0	1	0	25	4	1	0	8	0	0
SD3	0	0	0	51	17	31	27	0	3	0	33	20	65	2	35	21	46	0	11	2	0	2	0	3	2	40	5	4	2	9	0	0
TN/TA	0	0	0	140	22	51	106	0	37	1	57	43	218	4	85	101	104	0	46	3	0	5	0	6	9	327	13	5	4	38	0	0

OVERSEAS DUTY
Which Counts as Shore Duty

																						Pacific Americas Atlantic Europe									
Nebraska	Nevada	New Hampshire	New Jersey	New Mexico	New York	North Carolina	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina	South Dakota	Tennessee	Texas	Utah	Virginia	Washington	West Virginia	Wiscansin	Wyoming	Japan	U. Kingdom	Germany	Italy	Spain	Bermuda	Panama	Puerta Rica	Others,Overseas	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	AZCM
0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	AZCS
0	1	0	2	0	0	0	0	0	0	2	2	0	0	36	11	0	16	6	0	0	0	3	0	0	1	2	0	0	3	0	AZC
0	1	0	2	2	0	0	0	0	0	2	3	0	0	23	29	0	35	9	0	0	0	3	0	0	3	1	1	0	4	1	AZ1
0	4	0	5	1	0	0	0	0	0	3	4	0	0	6	41	0	26	9	0	0	0	10	1	0	2	2	1	0	3	0	AZ2
0	5	0	3	3	0	0	0	0	0	2	9	0	0	3	50	0	30	12	0	0	0	12	1	0	3	3	1	0	4	0	AZ3
0	2	0	0	4	0	0	0	0	0	2	6	0	0	3	103	0	33	17	0	0	0	6	0	0	2	2	1	0	0	0	AZAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ASCM
0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	ASCS
0	0	0	1	1	1	0	0	0	0	2	1	0	0	50	4	0	6	4	0	0	0	2	0	0	1	1	1	0	0	0	ASC
0	4	0	4	1	0	0	0	0	0	1	3	0	0	35	12	0	16	9	0	0	0	3	0	0	2	4	2	0	3	0	AS1
0	0	0	2	1	1	0	0	0	0	0	2	0	0	1	4	0	4	1	0	0	0	2	0	0	1	2	1	0	1	0	ASE2
0	3	0	2	2	0	0	0	0	0	1	2	0	0	2	8	0	3	3	0	0	0	3	0	0	1	1	1	0	2	0	ASE3
0	2	0	0	3	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0	ASEAN/AA
0	3	0	3	0	0	0	0	0	0	0	3	0	0	1	8	0	7	6	0	0	0	2	0	0	0	3	1	0	2	0	ASH2
0	2	0	4	2	0	0	0	0	0	0	1	0	0	1	11	0	10	6	0	0	0	5	0	0	0	1	1	0	1	0	ASH3
0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	9	4	0	0	0	2	0	0	0	1	1	0	0	0	ASHAN/AA
0	2	0	4	1	1	0	0	0	0	0	2	0	0	2	6	0	12	4	0	0	0	3	1	0	1	2	1	0	2	0	ASM2
0	0	0	1	1	0	0	0	0	0	2	3	0	0	1	10	0	14	2	0	0	0	7	0	0	0	2	1	0	3	0	ASM3
0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	1	0	2	0	ASMAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	PHCM
0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	PHCS
0	0	0	1	0	0	0	0	0	0	1	2	0	0	3	3	0	7	0	0	0	0	2	1	0	0	2	1	0	0	0	PHC
0	1	0	1	1	3	0	0	0	0	5	3	0	0	2	1	0	21	4	0	0	0	5	0	0	0	2	1	1	3	0	PH1
0	2	0	1	2	0	0	0	0	0	0	1	2	0	2	4	1	28	5	0	0	0	5	3	0	2	2	1	0	5	0	PH2
0	1	0	1	2	1	0	0	0	0	0	3	0	0	3	5	0	25	0	0	0	0	3	2	0	1	6	1	0	2	0	PH3
0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	PHAN/AA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PTCM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	PTCS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	1	0	0	0	0	0	0	0	1	PTC
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	0	PT1
0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	0	23	4	0	0	0	0	1	0	1	0	0	0	0	0	PT2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	PT3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	PTAN/AA
1	108	0	37	1	0	0	0	0	0	11	34	0	0	213	1009	0	474	110	0	0	0	143	1	0	25	36	4	0	35	0	AN/AA
0	0	1	0	0	3	6	0	0	0	4	2	5	0	3	2	0	15	2	0	0	0	2	0	0	0	1	0	0	1	0	HMCM
0	1	3	0	0	8	9	0	0	0	12	8	11	0	5	4	2	26	7	0	0	0	6	0	0	1	1	0	0	1	0	HMCS
2	2	4	8	2	59	29	9	5	4	68	17	32	0	13	20	1	77	24	2	3	0	22	2	1	7	2	1	3	4	0	HMC
1	5	15	7	2	73	52	8	1	1	76	31	54	1	21	38	9	137	43	1	4	1	47	4	1	14	6	3	4	11	0	HM1
2	2	16	7	2	57	64	6	3	2	97	51	85	1	34	51	5	228	52	1	2	0	57	3	2	27	10	3	5	15	0	HM2
0	10	33	9	1	135	102	4	1	0	148	66	117	0	77	54	4	317	64	2	0	0	108	3	0	23	21	8	3	15	0	HM3
0	6	48	8	0	245	196	0	0	0	313	160	262	0	133	102	5	352	100	0	0	0	180	1	0	23	17	0	2	17	0	HM/HA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	DTCM
0	0	0	0	0	1	1	0	0	0	0	1	2	0	1	0	0	2	1	0	0	0	1	1	0	1	1	0	0	0	0	DTCS
0	0	1	1	0	3	3	0	0	0	5	4	5	0	2	3	0	13	1	0	0	0	4	0	0	0	0	0	0	2	0	DTC
0	2	4	1	0	3	5	0	0	0	3	5	11	0	5	5	0	23	4	0	0	0	8	0	0	2	2	2	1	3	0	DT1
0	1	2	1	1	2	11	0	0	0	8	14	23	0	6	4	0	31	6	0	0	0	8	2	0	2	2	0	1	6	0	DT2
0	4	2	1	0	6	11	0	0	0	9	14	29	0	8	7	0	35	8	0	0	0	7	1	0	5	1	0	1	3	0	DT3
0	2	2	1	0	9	16	0	0	0	7	26	39	0	17	10	0	70	9	0	0	0	6	1	0	5	10	1	1	9	0	DN/DA
0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	1	0	SDCM
0	0	0	1	0	0	0	0	0	0	1	2	1	0	1	3	0	4	2	0	0	0	1	0	0	0	0	0	0	0	0	SDCS
0	1	1	0	1	4	0	0	0	0	4	5	3	0	2	3	0	21	2	0	0	0	2	2	0	3	1	0	1	3	0	SDC
3	3	1	2	1	6	0	0	0	0	4	13	5	0	4	14	0	43	5	0	0	0	3	3	3	5	0	1	1	4	4	SD1
1	6	1	0	2	6	2	0	0	1	3	14	10	0	7	20	0	73	8	0	0	0	1	1	1	7	4	0	1	9	1	SD2
3	1	1	3	2	12	0	0	0	0	7	26	5	0	4	26	0	78	16	0	0	0	5	3	3	7	1	0	3	12	2	SD3
2	14	5	8	6	29	1	0	0	1	19	76	24	0	18	86	0	190	29	0	0	0	3	3	2	13	4	1	4	24	1	TN/TA



TOUR LENGTHS IN CONUS

Following are the normal tour lengths for shore duty in the Continental U.S., in months, for PO1s and below. (For assignment of CPOs and length of CPO tours, see the September 1969 issue of All Hands, page 54.)

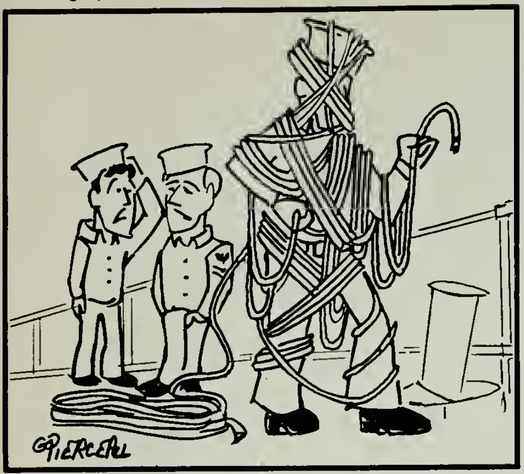
All tour lengths in this list are effective for men who began, or will begin, a tour of shore duty in 1968 or later. Some men whose shore duty began before 1968 will have different tour lengths.

And, of course, tour lengths must be changed if the needs of the service so dictate.

BMI	24
BM2	24
BM3/BMSM	24
QM1	24
QM2	24
QM3/QMSN	24
SM1	24
SM2	24
SM3/SMSN	24
RD1	24
RD2	24
RD3/RDSN	24
ST1	24
ST2	24
ST3/STSN	24
TM1	24
TM2	24
TM3/TMSN	24
MN1	42
MN2	36
MN3/MNSN	24
GMM1	24
GMM2	24
GMM3/GMMSN	24
GMGI	24
GMG2	24
GMG3/GMGSN	24
GMT1	36
GMT2	36
GMT3/GMTSN	24
FT1	24
FT2	24
FT3/FTSN	24
MT1	36
MT2	24
MT3/MTSN	24
ET1	30
ET2	24
ET3/ETSN	24
DS1	36
DS2	36
DS3/DSSN	36
IM1	24
IM2	24
IM3/IMSN	24
OM1	24
OM2	24
OM3/OMSN	24
RM1	24
RM2	24
RM3/RMSN	24
YN1	36
YN2	36
YN3/YNSN	36
CYN3/CYNSN	36
PN1	36
PN2	36
PN3/PNSN	36
SK1	24
SK2	24
SK3/SKSN	24
DK1	36
DK2	24
DK3/DKSN	24
CS1	24
CS2	24
CS3/CSSN	24
SH1	24
SH2	24
SH3/SHSN	24
JO1	4B
JO2	4B
JO3/JOSN	36
PC1	24
PC2	24
PC3/PCSN	24
LI1	24
LI2	24
LI3/LISN	24
DM1	4B
DM2	4B
DM3/DMSN	36
MM1	24
MM2	24
MM3/MMFN	24
EN1	24
EN2	24
EN3/ENFN	24
MR1	24
MR2	24
MR3/MRFN	24
BR1	24
BT1	24
BT2	24
BT3/BTFN	24
EM1	24
EM2	24
EM3/EMFN	24
IC1	24
IC2	24
IC3/ICFN	24
DC1	24
DC2	24
DC3/DCFN	24
PM1	24
PM2	24
PM3/PMFN	24
ML1	24
ML2	24
ML3/MLFN	24
SF1	24
SF2	24
SF3/SFFN	24
EA1	24
EA2	24
EA3/EACN	24
CE1	24
CE2	24
CE3/CECN	24
EO1	24
EO2	24
EO3/EOCN	24
CM1	24
CM2	24
CM3/CMCN	24
BU1	24
BU2	24
BU3/BUCN	24
SW1	24
SW2	24
SW3/SWCN	24
UT1	24
UT2	24
UT3/UTCN	24
ADR1	52
ADR2	52
ADR3/ADRAN	52
ADJ1	42
ADJ2	46
ADJ3/ADJAN	46
AT1	46
ATR2	39
ATR3/ATRAN	27
ATN2	36
ATN3/ATNAN	27
AX1	36
AX2	30
AX3/AXAN	24
AO1	31
AO2	24
AO3/AOAN	30
AB1	24
AB2	24
AB3/ABAN	24
AE1	42
AE2	45
AE3/AEAN	37
AQ1	4B
AQB2	45
AQB3/AQBAN	45
AQF2	45
AQFC/AQFAN	45
AMS1	54
AMS2	52
AMSB/AMSAN	S2
AME1	56
AME2	54
AME3/AMEAN	54
AMH1	42
AMH2	46
AMH3/AMHAN	46
PR1	45
PR2	45
PR3/PRAN	39
AK1	54
AK2	54
AK3/AKAN	54
AZ1	54
AZ2	54
AZ3/AZAN	52
AS1	36
ASE2	36
ASE3/ASEAN	36
ASH2	36
ASH3/ASHAN	36
ASM2	36
ASM3/ASMAN	36
HM1	48
HM2	42
HM3	36
HN	24
DT1	4B
DT2	48
DT3	36
DN	24
SD1	24
SD2	24
SD3/TN	24

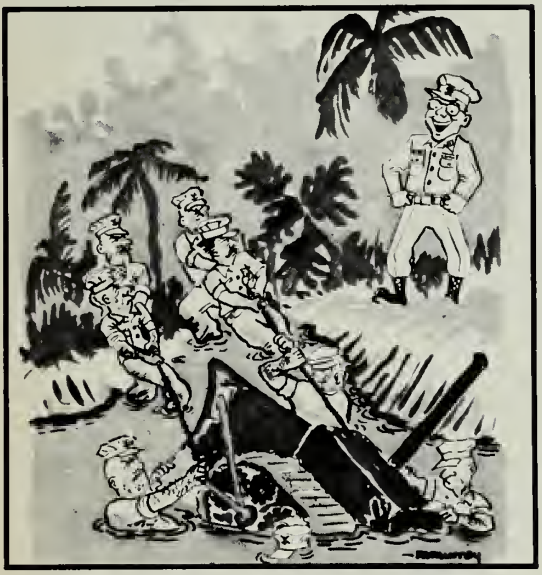
page 63

SN Gregory Pierceall, USN


G PIERCEALL

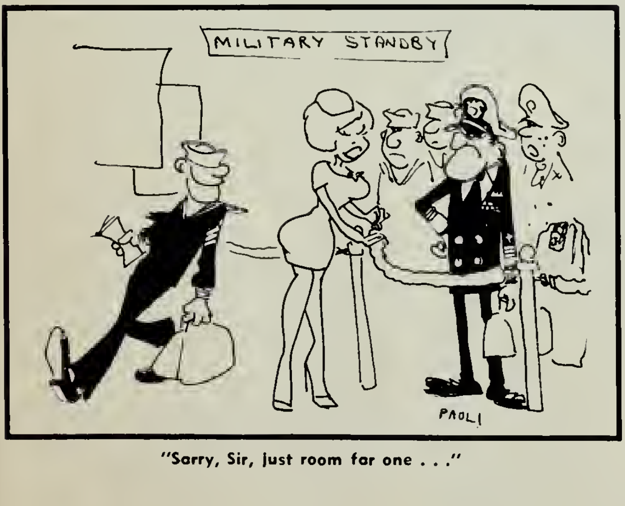
"Boats tend to get carried away during sea detail . . ."

LCDR Melville C. Murray, USN



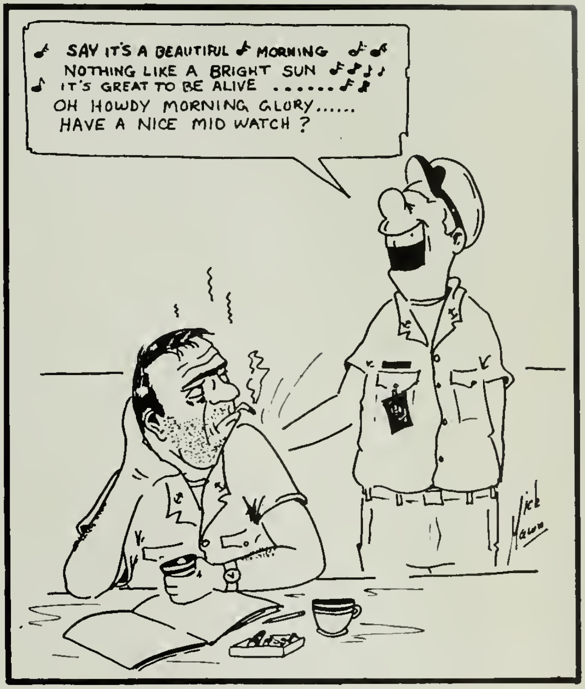
"C'mon, men! Show me that can-do spirit . . ."

IC1 Jeremiah Paoli, USN

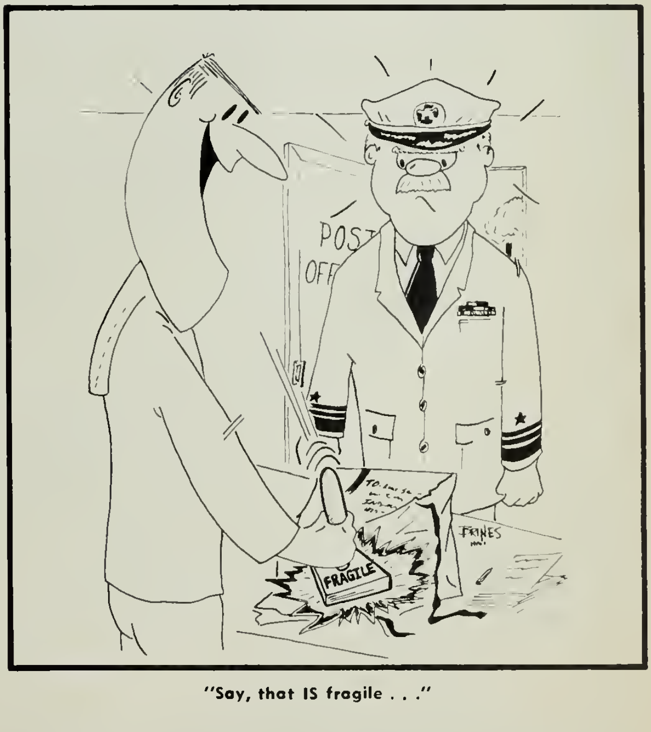

MILITARY STANDBY
PAOLI

"Sorry, Sir, just room for one . . ."

CTC Ernest Mawn, Jr., USN


SAY IT'S A BEAUTIFUL MORNING
NOTHING LIKE A BRIGHT SUN
IT'S GREAT TO BE ALIVE ....
OH HOWDY MORNING GLORY......
HAVE A NICE MID WATCH ?
Nick Mawn

HM1 George Brines, USN


POST OFF
FRAGILE
BRINES

"Say, that IS fragile . . ."

TAFFRAIL TALK

You can't strike for jack-o'-the dust, bayman or captain of the top any more.

A hundred years ago, you might have. Now you take the exam for storekeeper, hospital corpsman or boatswain's mate — direct descendants of those three older specialties.

Through nearly two centuries of development, the Navy's ships and weapons have come a long way, and so have the jobs of the men on board.

For instance, in the sailing Navy, the purser had a lot to do with the purse strings.

He was responsible for supplying the ship with provisions and for selling clothing and small stores to the crew. In effect he ran and operated a ship's store as a business.

(His income was sometimes higher than the captain's.)

The purser's assistant was officially called a "purser's steward." But he was commonly known as Jack of the bread room, which later became "Jack-o'-the-dust" — probably in recognition of his work in dusty holds and storerooms.

The corpsman, like medicine in general, has made considerable progress in 200 years. On board USS *Constitution*, the boys who assisted the surgeon's mate were called "loblolly boys." (Both the thick gruel and the medicine they served to patients were known as "loblolly.")

In later years, they were variously known as surgeon's stewards, apothecaries, baymen (probably referring to sick bay), hospital stewards, and pharmacist's mates.

Of course, the man with the longest and saltiest tradition behind him is the sailor who knows everything there is to know about seamanship — the boatswain's mate.

The old warrant bos'n was one of the most important men aboard a sailing ship. His pipe, predecessor of the 1MC, could be heard from the top of the tallest mast to the bottom of the deepest hold.

Among his subordinates were the sailmaker, a ropemaker, and the cockswain (later spelled *coxswain*), who was in charge of the cock boat, the largest boat on board.

There were also "captains" of the various masts — the mizzentop, the foretop, and so on.

Space only permits us to mention a few other ancient and not so ancient oldies: the lamp cleaner, schoolmaster, telegrapher, airship rigger, and aviation carpenter's mate.

The prize for the most unusual name must belong to an ancestor of the modern fireman. From 1893 to 1917, he was called a coal passer; before that a "coal heaver."

The electronic, nucleonic, supersonic Navy has come a long way since those distant days. Nothing illustrates the fact more graphically than a rundown on some of the modern ratings of the enlisted Navyman. For example: data systems technician, precision instrumentman, photographic intelligenceman, aviation structural mechanic, missile technician, data processing technician, avionics technician, interior communications technician, and aviation support equipment technician.

To say nothing of that continuously vital shipboard sailor — the boatswain's mate.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Pers G15, BuPers, Navy Department, Washington, D.C. 20370 (see below). DISTRIBUTION: By Article 5430100, Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure distribution on the basis of one copy for each 10 officers and enlisted personnel.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D. C. 20370.

• AT RIGHT: SERVICE TIME—The church pennant waves over the Stars and Stripes as a helicopter comes in for a landing aboard a carrier during operations at sea.

Anniversary 50

A Salute to the 1500 Libraries Providing Good Reading Ashore and Afloat

UNIVERSITY OF FLORIDA
3 1262 07233 6695

359.05
A416

LAD